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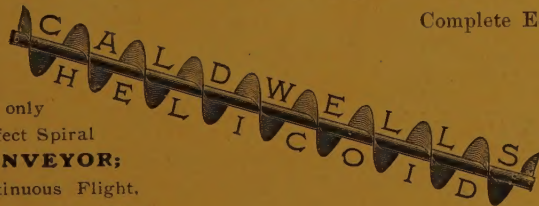
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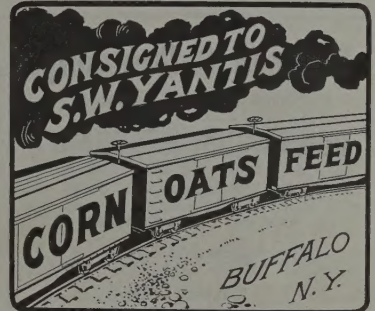
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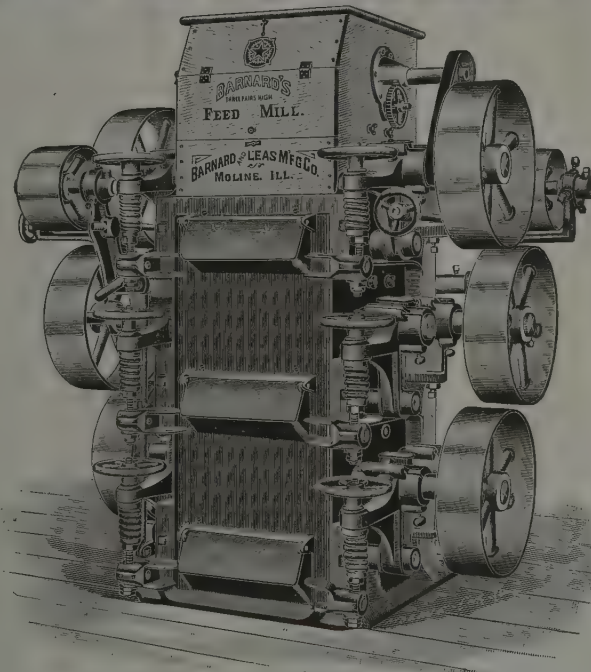
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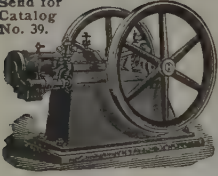
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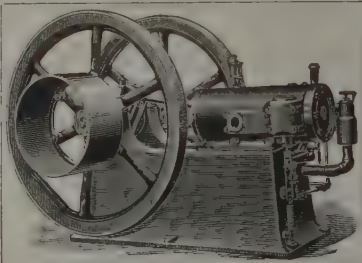
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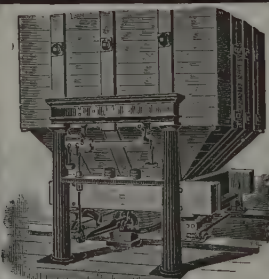
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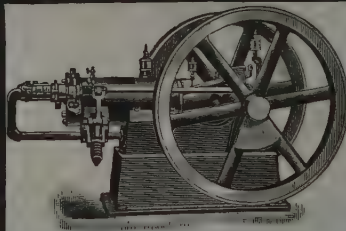
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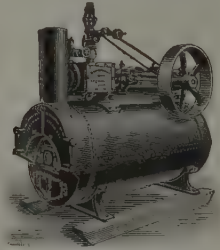


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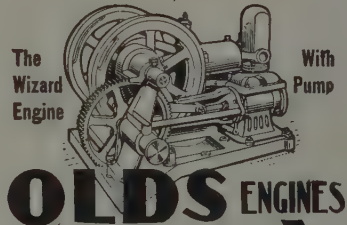
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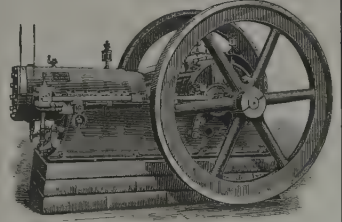
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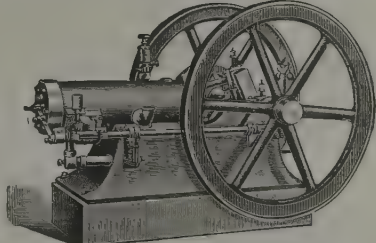
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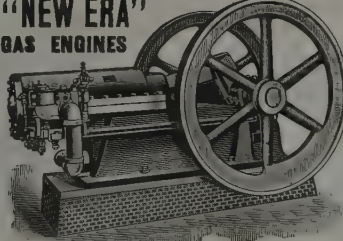
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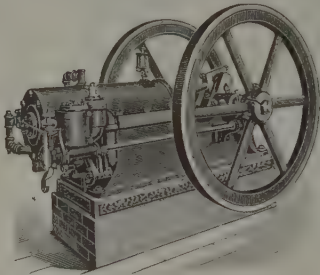
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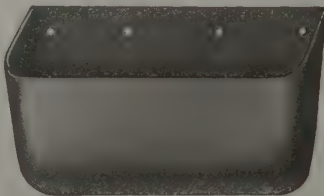
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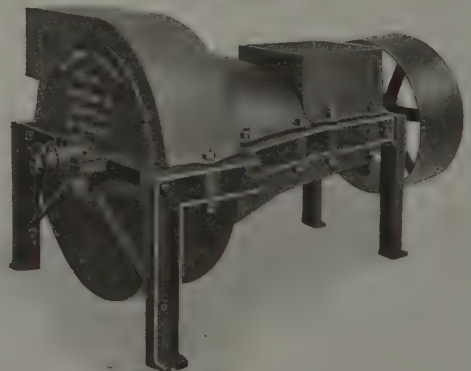
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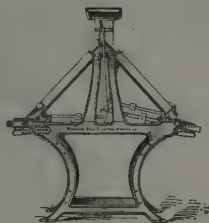
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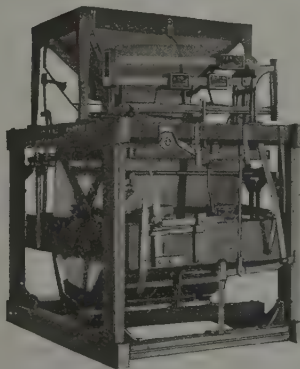
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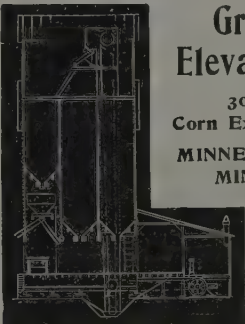
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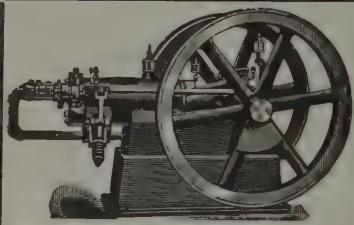
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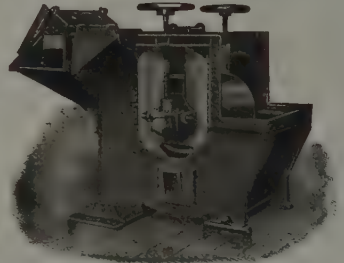
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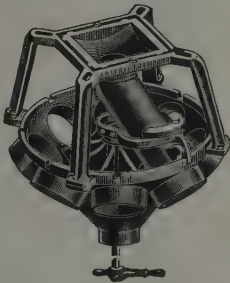
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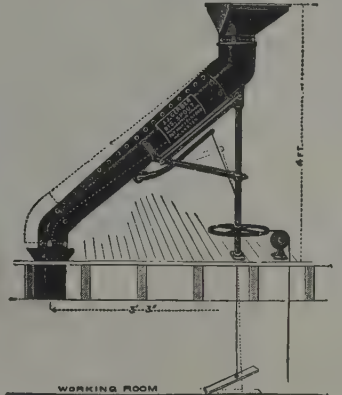
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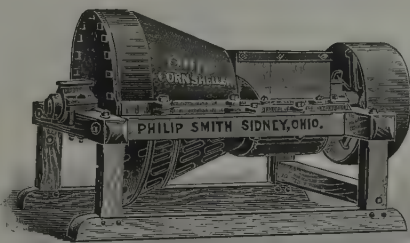
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Wheat Tables

On Cards

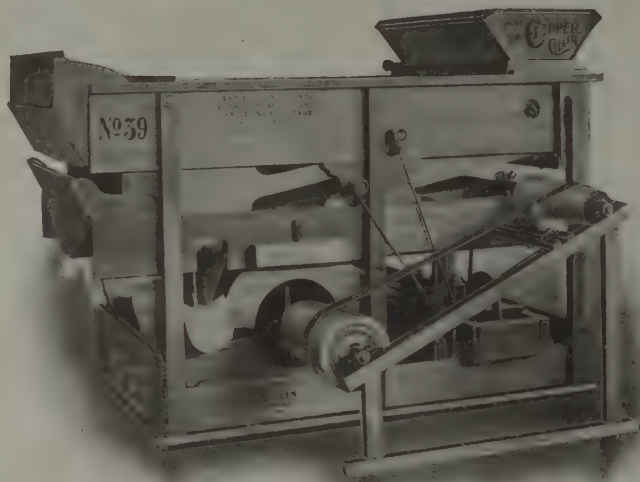
Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

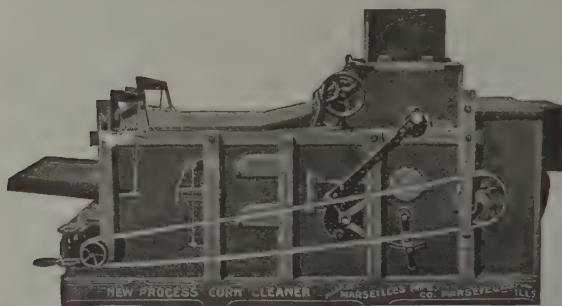
Ten Reasons Why You Need a "Clipper" Cleaner



- 1—It is a cleaner that **CLEANS**;
- 2—It is adaptable to any purpose;
- 3—It cleans all kinds of grain, seeds or beans perfectly;
- 4—It cleans more grain with less power than any other cleaner;
- 5—It is simple, strong, convenient and will not get out of order;
- 6—It requires less care and labor to keep it running;
- 7—It is quickly and easily installed;
- 8—It has stood the test of time;
- 9—It is the only successful combination cleaner on the market;
- 10—It will make and save you money.

These are only a few reasons why you need a "Clipper" Cleaner. Write for catalogue and let us tell you more about them.

A. T. Ferrell & Company, Saginaw, W. S., Michigan



Decide Now

THAT THE NEW PROCESS CORN CLEANER

is the machine you **must** have if you want clean corn; corn that will grade and bring the top of the market every time. ¶ One of the special features of this machine is that it can also be used for cleaning oats or small grain, by using special sieves. A most economical machine for the country elevator. The grain is subjected to the wind of the "blast" and "suction" fans from the time it enters the machine until it is discharged in clean marketable condition. ¶ This cleaner should be used in connection with our **NEW PROCESS CORN SHELLER**, then you have a combination that can't be beat. Our full line of Corn Shellers and Cleaners as well as all supplies needed for an elevator is fully illustrated and described in our catalog. Send for it now.

Marseilles Manufacturing Co.

MARSEILLES, ILLINOIS

"THE NEW CYCLONE 1905"



BACK PRESSURE
REMOVED

There is but one "CYCLONE" Dust Collector—The Knickerbocker Cyclone
ALL CYCLONE DUST COLLECTORS
we hereafter ship will be

TRADE
Cyclone
MARK

"The New Cyclone 1905"

Manufactured under U. S. LETTERS PATENTS Nos. 798,437 and 798,438 on CYCLONE DUST COLLECTORS, granted to Mr. O. M. Morse and issued August 29th, 1905. We own exclusive rights under these Letters Patents for the United States and for Canada, Great Britain, France, Germany and other foreign countries. No person has any authority from us to empower or license any person to manufacture, sell or use any of the devices or construction covered by these Letters Patents for any purpose whatsoever or to cause same to be done. The Knickerbocker Co. will build

"The New Cyclone 1905"

for all uses to which it is adapted. Our old price list for CYCLONE DUST COLLECTORS will be continued for "The New Cyclone 1905."

The Knickerbocker Company

Jackson, Michigan

GRAIN BUYERS No. 66 WEIGHT AND COPY BOOK

A new scale book that saves time and prevents errors. It is 12x12 inches, contains 225 pages and has room to record 7,425 loads.
Price.....\$2.00

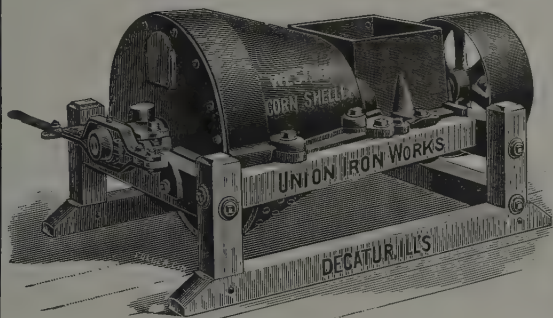
GRAIN DEALERS JOURNAL
255 LA SALLE ST. CHICAGO, ILL.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

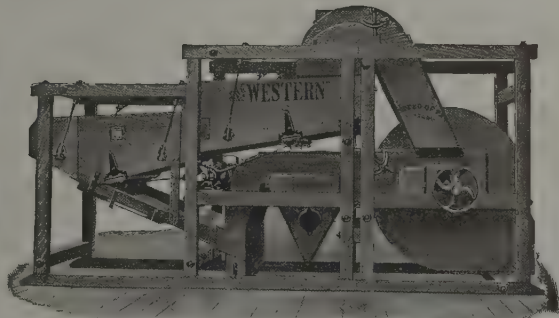
Car Load Tables

Reduce pounds to bushels in car load lots. Oats (32 lbs.), six tables, 20,000 to 80,000 lbs. Corn (56 lbs.), eight tables, 20,000 to 108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to 108,000 lbs. Barley (48 lbs.) six tables 20,000 to 86,000 lbs. The tables are printed in two colors on good paper. Price, Leather binding, \$2.00; Cloth binding, \$1.50.

GRAIN DEALERS JOURNAL, 255 LaSalle St, Chicago, Ill.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

DECATUR, ILL.

Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

ELEVATORS FOR SALE.

LIST your elevator with Marker & Mote, Greenville, O.

FOR SALE—Six of the best elevators in Darke Co., O. See Marker & Mote, Greenville, O.

ELEVATOR BARGAINS, from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

IF YOU ARE in want of a good elevator, cheap, doing a good business in all lines, call on J. F. Cartwright Co., Davison, Mich.

FOR SALE—A line of six elevators in Western Ohio; can be sold together or separately. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Illinois.

ELEVATOR, COAL, Lumber and Live Stock business for sale at a bargain. Are doing good business. Enquire of O'Hara, Baldrige & Co., Congerville, Ill.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

EASTERN ILLINOIS ELEVATOR for sale; nearly new; capacity 60,000 bus.; good corn and oats territory; station handles 400 to 500,000 bus.; one competitor. James M. Maguire, Campus, Ill.

WHOLESALE SHIPPING BUSINESS, showing \$9,000 average yearly profits during past five years; takes \$7,000 to buy; no scheme. Address M. N. P., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, HAY & COAL Business for sale. In good repair. Gasoline Power. In good town located in excellent territory in Northwestern Ohio. Price \$2,000. Address D, Box 3, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS for sale in the corn belt of Iowa; handle lumber, coal and feed at each elevator. Will sell elevators with or without lumber yards. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—3 central Indiana elevators on Big 4, in fine agricultural section. Handle 150,000 to 175,000 bus. of wheat annually. Also oats, corn, clover seed and coal. Write Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATORS for sale in the Central and Western States; write for descriptions. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR AND COAL BUSINESS for sale in best corn and oats territory in Indiana. This proposition will bear personal investigation. Address Central Ind., Box 3, Grain Dealers Journal, Chicago, Ill.

WISCONSIN ELEVATOR, with capacity of 24,000 bushels, with rollers and stones for grinding feed; large and well established business in city of 18,000, for sale. Address Wisconsin, Box 2, Grain Dealers Journal, Chicago, Ill.

IF YOU ARE in the market to buy an elevator in Ohio, that is new, up to date, and a good one that pays 4 to 5 thousand dollars per year net profit, for \$15,000.00, write at once if you mean business. Address Snap, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN, FEED and COAL business in Central Iowa town of 1,500 for sale. No competition. Very large territory. Business first-class. The best opportunity in the West. Good reason for selling. Address Newron, Box 5, Grain Dealers Journal, Chicago, Ill.

GOOD 8,000-BUSHEL ELEVATOR for sale, Howe Hopper Scale, Barnard & Leas Separator, Coffield Gasoline Engine, Howe 6-ton Wagon Scale under roof, two-story building for flour, etc., ice-house and seven lots. On C. & N. W. R. R. Will sell all or part. Address Geo. L. King, Ida Grove, Iowa.

MODERN, UP-TO-DATE ELEVATOR, including grain, feed, coal and a general retail proposition, in a county seat town in Illinois. The plant enjoys a good patronage in all lines. Price \$15,000, part cash, sell to suit purchaser, and will bear careful investigation. Address County Seat, Box 269, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale in corn and oat belt of Iowa; cribbed house; capacity 80,000 bu; good cribs for 20,000 ear corn; 5 acres of land; also handle coal, feed, tile and all building material except lumber; big crop to handle this year; price \$12,000.00; doing a profitable business; reason for selling, poor health. Address Pat, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN, FEED AND COAL business for sale, at Lockbourne, 12 miles south of Columbus, Ohio. Modern and complete; capacity, ear corn 50,000 bu.; shelled corn 10,000 bu.; wheat 12,000 bu.; rich farming section; best elevator location in Ohio; splendid shipping facilities; exclusive grain track privileges on railroad, preventing competition; no elevator within 12 miles north and west, 7 miles east, 3.5 miles south; good trade established in grain, feed, flour, coal, posts, lumber; annual average corn handled, 125,000 bu., wheat 40,000 bu., oats 5,000 bu., posts 2,000, coal 1,600 tons; corn prospects fine. Property appraised at \$7,000; sells Oct. 7th, 1905, at Court House, Columbus, Ohio; one-third cash, balance in 1 and 2 years; to settle estate. Address Delphine O'Harra, Admx., Lockbourne, Ohio.

ELEVATORS FOR SALE.

SMALL ELEVATOR and coal business for sale. Good territory and corn prospects never better. Address Box 98, Sulphur Springs, Ind.

ELEVATOR AND COAL BUSINESS in central Iowa for sale or trade for Iowa or Minnesota land. Address H. E. R., Box 5, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS for sale in Indian Territory; good points. Best reasons for selling. A money making bargain for some one. Address Indian, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE on Erie R. R. in good grain country, 14,000 bushels capacity, 20 H. P. gasoline engine, feed mill, corn sheller, Monarch separator, all in good condition. Address Robert Kolter, Spencerville, O.

IOWA ELEVATOR. We have one of the best propositions in the state, will bear investigation; our price is right and terms reasonable. If you mean business, write us to-day for full particulars. Address Iowa, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—Located in a splendid grain country on the I. & V. Division of the Vandalia R. R. Capacity, 25,000 bushels. A bumper corn crop to handle. Price, terms and description made known on application. Address, Lock Box 208, Lyons, Ind.

ELEVATOR and two stations in N.E. Okla. Elevator is well equipped with gasoline engine, sheller, two cleaners, feed mill. Capacity 12,000 bu. Have fair flour and feed business. Good reasons for selling. For full particulars address L. L. Hime, Newkirk, Okla.

ELEVATOR FOR SALE or rent; 12 bins; large dump; 10-h. p. gasoline engine; only elevator in town of 600; feed and warehouse connected; large office; 6 ton wagon scales; 200 bu. hopper scale; good flour and fed exchange business. Address Stewart Lumber Co., Denison, Ia.

ELEVATOR FOR SALE—\$7,000.00; less than half price, with best kind of a location for a lumber yard in connection with same. This is not a dead property, it's a money maker; never lost a cent for any man. Reason for selling, I am buying Texas land. Address G. D. Henry, Fairfield, Ia.

TWO NEW ELEVATORS for sale. Fifteen and twelve thousand capacity, coal sheds, corn cribs, telephone line, one and a half acre ground; also lease of another elevator. Crops good. Will handle three hundred cars. Price Six Thousand. My reason for selling, other business. If you want a snap, address H. J. Sahr, Charles City, Ia.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

ELEVATORS WANTED.

ELEVATOR WANTED to rent. Address Box 62, Parkersburg, Ia.

ELEVATOR WANTED, doing good business, in Iowa or Illinois. Address W. E. W., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR WANTED in eastern South Dakota. Give complete description and lowest price. Address Colt, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED, in Indiana or eastern Illinois. State full description, price and whether on leased land. Address W. F. Stilwell, Covington, Indiana.

ELEVATOR WANTED to run with interest in business, or position as buyer. Experienced. Prefer Kansas corn station. Address J. S. McCrory, Glen Elder, Kan.

MISCELLANEOUS.

GRAIN BAGS for rent from 100 to 100,000. For rates write Foell & Co., 123 Market St., St. Louis, Mo.

IF YOU want to buy or rent a farm in Floyd County, Ia., write T. J. Ryan, Charles City, Ia., for particulars.

WOOL WANTED. We are in the market as wool jobbers and will pay the market price. Address Berne Grain & Hay Co., Berne, Ind.

INFORMATION wanted regarding W. H. Wenholz, formerly of Champaign, Ill. Address Forty, Box 5, Grain Dealers Journal, Chicago, Ill.

THE ONLY MAN who prints and publishes a list of elevator properties for sale in the surplus grain states, is C. A. Burks, Decatur, Ill. Send for list No. 19. The latest one out.

FOR SALE—one rotary late style copying machine in first-class order. Good for market reports or bids. Originally cost \$50. Will sell cheap. Address Ark, Box 4, Grain Dealers Journal, Chicago, Ill.

C. A. BURKS, Elevator Broker, Decatur, Ill., has sold more elevators in the last two years than any other man in the surplus grain states. Send for the largest list ever published. Don't delay. Act to-day.

INFORMATION WANTED regarding the Eclipse Commission Co., of Nashville, Tenn. Who composes the firm and where did they come from? Information will be treated confidential if desired. Hagard, Box 5, Grain Dealers Journal, Chicago.

WANTED—The address of every dealer handling chicken feed; samples of our PHOENIX BRAND POULTRY FOOD, MONITOR BRAND CHICK FOOD, Chicken Wheat, Kafir Corn, Millets, etc., sent free upon application.

THE ILLINOIS SEED CO.,
Department "E," Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as manager or bookkeeper with live grain firm. References. Address Lock Box 250, Dawn, O.

SITUATION WANTED as manager of an elevator, thoroughly understand the handling and purifying of grain; can give best of references. Address Robt. Nabstedt, Davenport, Iowa.

CHICAGO GRAIN COMMISSION firm desiring a competent representative to manage their business in Minneapolis. Address Grain Man, 506 Phoenix Building, Minneapolis, Minn.

POSITION WANTED by good reliable man as manager of feed store or country elevator; would take $\frac{1}{3}$ or $\frac{1}{2}$ interest in good point. Reference given. Address Lock Box 131, Ohio City, Ohio.

POSITION WANTED by experienced bookkeeper and grain man. Station in good section on joint account preferred. Best references. Address Santa, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED, by an experienced grain man with large acquaintance, position as manager of Minneapolis office, for Chicago grain commission firm. Address Grain Man, 506 Phoenix Bldg., Minneapolis, Minn.

POSITION WANTED by an all-round man, 18 years' experience, either in transfer or local elevator. I am a good engineer, good judge of grain and can do any and all kinds of repair work. Reference furnished, and satisfaction guaranteed. Address Box 77, Matteson, Ill.

OWING TO CHANGE with my present employer's elevator I offer my services as an all-around elevator man, from office to handling machinery and grading grain; can furnish reference; salary reasonable to start. Address C. O. Q., Box 2, Grain Dealers Journal, Chicago, Ill.

IF YOU can use a man 30 yrs. old, with no bad habits, who has had 5 yrs. experience in the grain, coal and feed business, with live stock and lumber as a side issue, one year each on the road and in the retail grocery business, drop me a line. Address Arodle, Box 11, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

EXPERIENCED GRAIN BUYER wanted; one that speaks German preferred. Address Harvey Farmers' Co-operative Association, Harvey, N. D.

BOOKKEEPER WANTED. One preferred that understands grain and general merchandise. One that is a general man, honest, reliable and temperate. Address Box No. 58, Bushnell, Ill.

PARTNERS WANTED.

PARTNER WANTED—to take $\frac{1}{2}$ interest in grain seeds, wool and hay. \$2,000 capital required. Single man preferred. Address Crawford, Box 4, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FEED MILL for sale. A business of twelve years standing. Good town, good country around. Address H. G. Rathbun, Dallas Center, Ia.

FLOURING MILL for sale or trade; 200-bbl. capacity. For particulars and terms address Cameron Investment Company, Cameron, Missouri.

35-BBL. ROLLER MILL for sale; new attrition mill, etc.; water power, new engine. A bargain. Address Wyoming Flour Mills, Wyoming, N. Y.

FOR SALE very cheap, 125-bbl. mill in South Dakota. Two 100-h.p. boilers, electric light plant in connection. good business. A. W. W. Devers, Mitchell, S. D.

FOR SALE—A first-class feed mill, 12-h. p. gasoline engine; stone and steel burrs; wholesale and retail feed business; reason, wife's health demands change of climate. Address J. H. Pence, Hamilton, Ill.

NEW FLOUR MILL for sale, easy terms or exchange; 90-bbl. capacity. In wheat belt of Northern Iowa, fine location. Present owner no miller. For full particulars write M. D. Kitterman, Tiskilwa, Ill.

RECEIVER'S SALE—At private treaty will sell at a bargain the Middlecoff Mill at Clinton, Mo. A complete 150-bbl. mill, both machinery and building new and up to date and in first-class condition. Here is an opportunity of a lifetime. This property must be sold. Address John B. Egger, Receiver, Clinton, Mo.

WE OFFER for sale our 100-barrel water power mill, building 44x100, 4 stories and basement; adjoining mill is an elevator of 65,000 bushels capacity. Mill and elevator are operated by best water power in the state. Also good sized barn, two dwelling houses with 33 acres of land; no better grain section in Ohio. We have operated this plant very successfully for the past 14 years; on account of other business interests requiring a change of residence we are compelled to sell it. Offered at half its value for quick sale. Call on or address Edwards Brothers, Troy, Miami Co., Ohio.

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

GASOLINE ENGINE BARGAINS—10-h.p. White and Middleton \$225; 6-h.p. Backus \$175; 2-h.p. Tuttle \$55, and others. Talbot Lennox Machinery Co., 10 S. Clinton St., Chicago, Ill.

FAIRBANKS GASOLINE ENGINE, 25 h. p., for sale; used 18 months; good as new; wish to sell because need more power. Address Horner Elevator & Mill Company, Lawrenceville, Ill.

BARGAINS in slightly used gasoline engines, different makes, sizes 2 to 25 h. p., all A-1 shape and taken in trade on modern Witte engines. Write us for prices. Address Witte Iron Works Co., 526 W. 5th St., Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

GASOLINE ENGINES FOR SALE.
One 12-h. p. Webster.....\$325.00
One 25-h. p. Otto.....\$425.00
One 35-h. p. Otto.....\$550.00
Colborne Mfg. Co.,
35 Indiana St., Chicago.

OTTO GAS or GASOLINE ENGINE for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.
9 S. Canal St. Chicago, Ill.

FOR SALE—One twenty-five H. P. gas engine. One twenty H. P. gas engine. One ten H. P. gas engine. All in first-class condition. Will sell at what they are worth, and would take a steam plant or thirty-five horse boiler in part pay on one or all. Address Goodrich Bros. Hay and Grain Co., Winchester, Ind.

GASOLINE ENGINES for sale at a bargain.

One 10 h. p. Columbus.
One 14 h. p. Ohio.
One 5 h. p. Charter.
One 2½ h. p. Rockford Engine.
One 6 h. p. Fairbanks Electric Lighting Engine with dynamo. All are in first-class condition. Address C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

ENGINES FOR SALE—1 8-h. p. Fairbanks-Morse, second hand, in first-class condition, both electric and hot-tube ignitor; 1 4-h. p. Fairbanks-Morse, in good condition, hot-tube ignitor only; 1 12-h. p. Fairbanks, hot-tube ignitor only; 1 6-h. p. Lewis and 1 12-h. p. Lewis, both electric ignitors; 1 12-h. p. White, in good shape, with electric ignitor; 1 4-h. p. Model horizontal and 1-h. p. Model, both electric ignitors. All the above engines for sale cheap. Lennox Machine Co., 307 Third St., S. Minneapolis, Minn.

ENGINES FOR SALE.

NEW ERA 20-h.p. gasoline engine for sale; in good condition. Address Dudley & Company, Wren, Ohio.

FOR SALE—Latest style 20 h. p. Fairbanks-Morse gasoline engine complete. Never used. Adrs. Box 551, Newton, Ill.

GAS ENGINE for sale, 25 h. p. with fixtures as good as new, run three years. Address Berne Grain & Hay Co., Berne, Ind.

LENNOX GASOLINE ENGINE for sale, 4 h. p. or will trade for good roller feed mill. Address F. H. Wallace, Melbourne, Ia.

FOR SALE—50 and 60-h. p. Gasoline Engines; practically new at a bargain. Room 515 Ogden Building, 34 Clark St., Chicago, Ill.

ST. LOUIS CORLISS ENGINE, 20 x 42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

ELECTRIC MOTOR, 15 H. P., used three months. Will sell cheap if sold soon. 35 H. P. automatic engine, 45 H. P. boiler, with fixtures complete, in good condition. Address Rhinehart Smith, Sidney, Ohio.

OHIO MOTOR GAS ENGINE for sale. 6 H. P. with all connections, first-class condition, \$225.00. One 6 H. P. Coffield gas engine, complete, \$150.00. Address A. T. Ferrell & Co., Saginaw, Mich.

BACKUS 2½-h. p. thoroughly overhauled and good as new, \$150.00. 3-½ remodeled gasoline engine, \$150.00. Other sizes furnished. Address J. E. Plunket, 119 Washington Blvd., Chicago, Ill.

ENGINES WANTED.

SECOND-HAND GASOLINE ENGINE wanted in good running order, 1 or 1½ h. p.; on frame; prefer a Fairbanks-Morse; state price. Address Slaba & Dreesman, Buffalo Center, Ia.

ENGINES AND BOILERS.

TUBULAR BOILER for sale; 66 in. x 15 ft.; good condition. Reason for selling, putting in larger one. Possession given at once. Address Goshen Mfg. Co., Goshen, Indiana.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price, \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$1.50.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Strittmatter, Price, \$1.00.

For any of the above addresses,

Grain Dealers Journal
255 La Salle St. Chicago, Ill.

MACHINES FOR SALE.

FOR SALE AT A BARGAIN one No. 3 Victor corn sheller in good repair. Address Pauls Valley Milling Co., Pauls Valley, I. T.

FOR SALE, one No. 39 perfection dust collector in good order, \$75.00 f. o. b. Detroit. Address Parke, Davis & Co., Detroit, Mich.

ELEVATOR SEPARATORS for sale. Two B. & L., 1,200 bu. capacity in good condition. Address Mueller & Young Grain Company, Chicago, Ill.

PORTABLE DUMP for sale. Will handle any kind of grain well and quickly. Just the thing for cribbing corn. Address Woodbury & Files, Muncie, Ind.

CORN ROLL FOR SALE. One 6 x 15 roller mill in first-class condition. Price \$100 f. o. b. Conway Springs, Kan. Address the H. L. Strong Grain Co., Kansas City, Mo.

FOR SALE—One 6 x 18 Hutchinson, two-high, iron frame roller feed mill, belt tightener and drive on both sides, in good order. Will sell at a bargain. Address Saginaw Milling Co., Saginaw, Mich.

FOR SALE—Feed mills, one Case 9 x 14 six rolls high, and one Alfsee 7 x 18 six rolls high, both in first-class condition. One stationary 25-h. p. engine, first-class condition, also boiler and smoke stack. Ringlein Bros., Leipsic, O.

SPECIAL BARGAINS.

One No. 2 Victor sheller, No. 2 Corn-wall corn cleaner, No. 6 clipper seed mill, No. 14 Boss car loader, cob crushers, No. 4 Monitor receiving separator, scourers and oat clippers, feed and attrition mills. One No. 4 Monitor combined corn and grain separator with wheat, oats and corn screens; one No. 4 Western corn sheller, capacity 3 to 400 bu. per hour. Good as new at a cut price. New circular No. 23 now out. Address A. S. Garman & Sons, Akron, O.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—two 1,000-bushel hopper warehouse scales. Address Honeoye Falls Manufacturing Co., Honeoye Falls, N. Y.

SCALE FOR SALE. Fifty-ton Howe track scale and platform timbers complete. Fine order; a bargain. Address The Detrick Milling Co., Tippecanoe City, Ohio.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get out prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

SEEDS FOR SALE.

TIMOTHY SEED for sale. Address Geo. D. Henry, Fairfield, Ia.

TIMOTHY \$1.50; CLOVER \$6.50; add 20c for sacks. Address G. D. Henry, Fairfield, Ia.

TIMOTHY SEED for sale. When in the market write us for prices and samples. Car lots or less. Address Horner Elevator & Mill Co., Lawrenceville, Ill.

FOR SALE—Clover seed, timothy seed, alsike, oats, corn, milling wheat and hay. Don't fail to write us. Address Kinsey Bros., North Manchester, Ind.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

GRAIN FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of white, write or telegraph Sam Williamson, Salt Lake City, Utah.

GRAIN WANTED.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

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MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

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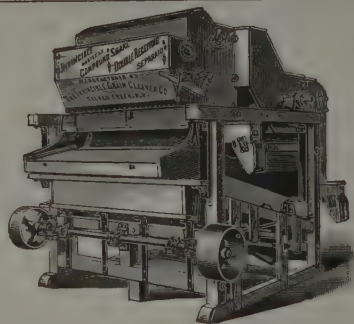
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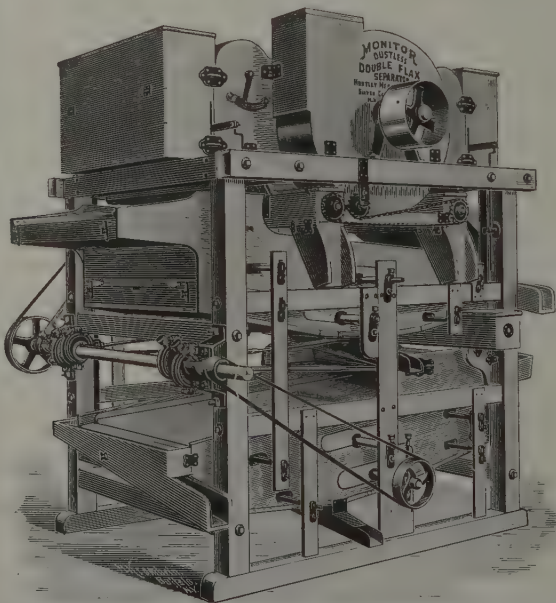
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J. J. FISHER, Wales, N. Dak.

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JOURNAL BY THE AMERICAN
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GRAIN DEALERS JOURNAL

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ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., SEPTEMBER 10, 1905.

BLOWING damp grain will improve the chances of its arriving at destination in good condition.

THE country buyer who jumps at conclusions often lands on his competitor, but seldom on facts. Be tolerant, be reasonable.

CARS are becoming scarce in some sections, but that does not justify overloading and poor cooping of the cars you get.

SENATOR M'CUMBER threatens to introduce another federal inspection bill at the coming session of Congress. May he ride his hobby to death.

MUCH new wheat has been so badly soaked as to need drying and scouring and even then it will not come near to the quality of new wheat marketed before the storms came.

FARMERS wud not think of borrowing money from grain buyers without security or interest, if the buyers were not nervously anxious to get their grain. Advancing money shud be stopped.

REPORTING a competitor to be doing a scoop shovel business when there is no foundation for such statements is a slander of the meanest variety. You may mislead the officers of your ass'n. for a short time, but they will soon find you out.

TERMINAL elevator men are doctoring their wheat shipments in such an unskillful manner many millers are now going around them and seeking to buy direct from the operators of country eltrs.

PROMPT notification of shipments to receivers by the shipper, with full details, will always promote the interests of the shipper. Delays in this matter are at the expense of the shipper. He has himself to blame.

STOCKHOLDERS in some of the co-operative companies are amazed at last season's losses. They did not believe such enormous losses were within the limits of possibility. Wisdom gained by experience is very expensive.

THERE is such a thing as trying to buy grain on too narrow a margin, altho some believers in small margins seem to doubt it. Grain growers have little respect for buyers who fail to get a fair living out of the business.

NEW devices for facilitating the pneumatic transfer of grain are continually being patented, but the inventors do not seem to have perfected a system which is a mechanical success yet is not barred by cost of operation. However success seems to be near at hand.

REPORTS of boys being suffocated in grain bins continue to reach us in distressingly large numbers. No elevator operator enjoys being condemned for having permitted a boy to meet with an untimely end, yet many give boys the freedom of their elevator without protest.

ESTABLISHING and distributing type samples of barley for the guidance of country buyers has been found a helpful aid to buying according to value and it is a wonder other associations have not copied this good practice of the Iowa and Wisconsin Ass'ns. and extended it to other grains.

READ the many excellent contributions and letters from members of the trade in this number, then reciprocate by giving your views on any trade question you think merits attention. Convictions gained by experience can prove potent factors for the improvement of trade conditions only by communication to others.

PUTS and calls are not being traded in by members of the Chicago Board of Trade in Chicago simply because the Illinois law declares such contracts illegal. The state permits contracts of this character in real estate and other lines of business but forbids them in the grain business. This seems to be unreasonable regulation. Puts and Calls are recognized in other states as legal contracts, and it would seem right and fair that they be so recognized in Illinois.

THE high mogul of the American Society of Equity, the organization which claims all the credit for having boosted grain prices the past year, has got so deeply into debt that he has found it necessary to apply for a receiver. No doubt the farmers who were supporting him are his heaviest creditors.

BETTER have your scales inspected now and placed in working order. You may save many times more than its cost in shortages prevented. Your wagon scales are just as likely to weigh against the farmer as yourself and if he learns of it you will find it very difficult to convince him you did not know it.

DURUM wheat according to the Operative Miller is being used extensively and profitably by some mills. The gradual rise in its market value as compared with the best grades of milling wheat clearly indicates a growing demand for it. Country buyers will not experience as much difficulty in disposing of it this season as heretofore.

RECIPROCAL demurrage has not been forgotten by shippers and the agitation for it will not be permitted to die so long as carriers levy a fee for each day's delay. If railroads are anxious to escape paying for the unreasonable delay of shippers freight they shud cease charging demurrage. It is the only way out of their difficulty.

SHIPPERS who wish the merited premium for their "or better" grain, can get it by refusing to sell on track except at a specified grade. When shipment fails to grade No. 3 the buyer never hesitates to help himself to a generous dockage. Let him turn the "or better" grain over to some other receiver to be sold for the account of the shipper.

FAIR consideration for the trade rights of your competitors may encourage them to reciprocate. Repeating derogatory stories about them to former patrons will not promote friendly business relations, because farmers always use such stories to stir up a row. A fight always brings the grower more than his grain is worth and the country buyer pays the bill.

WILD-CAT shippers who jump into the market occasionally and boost prices for the operators of elevators should not be tolerated by the railroad or the towns in which they attempt to operate. Most country towns seek to protect their established merchants from traveling peddlers and hucksters by requiring the payment of a heavy fee from transient shippers who seek to separate citizens from their money. It would seem that our Oklahoma correspondent who complains of this kind of competition should be able to get relief in an ordinance providing for license fees.

MERCHANTS of Little Falls, Minn., are courting grief and competition in general merchandise by engaging in the grain business. Country merchants who go outside their own line of business to make trouble for other merchants invariably deeply regret it.

THE elevator superintendent who thoroly understands the cleaning and mixing of grain is a prize greatly coveted by all operators of cleaning elevators. Time savers are numerous and receive a nominal fee for a service never fully performed. Evidence of poor work and blundering supervision has been brot to light so frequently of late as to emphasize the dearth of progressive, intelligent superintendents who know how to use their eyes and head in their work and do it. When the machine worker gets into trouble it always requires the assistance of an expert to pull him out. Sometimes the employer pays the bill without even knowing it.

HERE we are starting on a new crop and the Southern Grain Ass'n, the Shippers Club and the other organizations formed to bring about the prompt payment of drafts and the fulfillment of contracts have all died without accomplishing the work for which they were organized. What is to be done? With so much grain to handle Southeastern buyers are quite sure to get what they need at their own terms. No doubt the conditions of the Southeastern trade are slowly improving but the traders of that section wud be educated to modern methods much quicker if all the shippers wud stand together. Every reform movement must have its leader, but this one must have several.

SOME of the railroads are becoming absolutely hysterical over the prospect of the coming Congress granting authority to the Interstate Commerce Commission to reduce unreasonable rates, and they are indulging in so much misrepresentation and falsifying as to make themselves the laughing stock of every one who knows of the facts. They have even gone to the extreme of misrepresenting the views of the President. Under the present law if the railroad does not see fit to reduce a rate which the Interstate Commerce Commission has pronounced unreasonable the shipper is required to pay it until he can get the federal courts to uphold the decision of the commission. The President and the champions of the Esch-Townsend Bill merely wish to place the burden upon the railroads of proving that the rates pronounced reasonable by the commission are confiscatory. The railroads may be able to confuse and befuddle some shippers by their persistent misrepresentation of the real issue, but we have sufficient confidence in the intelligence of the shipping public to believe the majority will not be misled.

MILLERS may mix weevily, musty wheat with good wheat in proportion of 1 to 3 and grind it into flour without fear of detection, but the grain shipper who indulges in such "rank adulteration" will be promptly called down by any miller to whom he tries to sell the mixture.

MICHIGAN millers propose to buy wheat strictly by grade and will clean each lot purchased before testing it. To command full market price red wheat must test 59 and white wheat 58 pounds. If it tests one pound light then 2 cents are deducted from the price; 2 lbs. 4 cts.; 3 lbs. 7 cts. and 4 lbs. 12 cts. If it contains 1 to 3 per cent of rye 5 cts. is deducted from the price. Wheat containing more than 3 per cent is bot only at special price. Have the millers more backbone than the grain dealers? If not, the dealers shud prove it by buying grain on quality—the only sensible way to buy anything.

MINNESOTA'S state board of grain appeals has adopted rules for the use of grain testers which merit consideration and trial everywhere. The rule specifies that "the test kettle shall be placed where is cannot be jarred or shaken. From scoop, bag or pan held two inches from top of kettle pour into middle of same at moderate speed until running over, striking off in a zigzag manner with edge of beam held horizontal." The nearer uniform the method of using the tester, the nearer the same result will be attained. There is one reliable way of using a tester, and the sooner it is accurately determined and rigidly followed by all, the sooner will the suspicion hanging over the tester disappear. If you doubt it just make tests in different ways and write us of the variation in the results. Grain should be cleaned before being tested.

LOADING fees for operators of country grain eltrs. would surely be granted if the operators would work together persistently and consistently to secure merited compensation for the services they render the grain carriers. In the early days of the National Ass'n much earnest work was done in behalf of a loading fee, but finally the matter was dropped. The terminal elevator men, however, seem not to have been discouraged by a few refusals and in time succeeded in inducing carriers to grant from 1¼ to 3¾ cts. a bushel for handling thru eltr. The country eltr. operator is surely more entitled to a loading fee than the terminal eltr. men, as the shipper thru his own efforts diverts freight to the carrier, builds the bulk freight depot and maintains it at his own expense. The carriers are looking with so much favor upon the loading fee for the terminal eltr. men that the time seems propitious for the representatives of the country eltr. operators to take up the agitation for the loading fee for shippers and earnestly follow it up.

SACRIFICED TO A CHOKE-UP.

One of Chicago's largest elevators and nearly a million bushels of grain have just been sacrificed to a choke-up. The fire in the Santa Fe elevator is reported to have started in an elevator head farthest from the engine room. The house was old and constructed of wood, hence burned very rapidly. Then too the firemen experienced trouble in getting water and the roof fell in before the first stream was playing.

Wooden storage, chokeable boots and deficient water supply must be discarded permanently if present insurance rates are to prevail. The choking boot has long been recognized as a more dangerous fire hazard than even the head with the hopped bottom, yet the insurance companies have taxed the latter out of the elevator, and at the same time tolerated the choking boot as a necessary evil.

Elsewhere in this number will be found the last of a series of excellent articles on "Elevator Boots" which merit careful reading by every elevator man who honestly desires to reduce the fire hazard of his plant and at the same time greatly reduce the probability of his being forced out of business by a fire, so many of which are traceable direct to the choking boot.

THE 1905 CORN CROP.

Most of King Corn's family are now safe from the destructive nips of Jack Frost and the country now seems to be assured of the largest corn crop ever gathered. The entire Southwest, which this year planted many cotton fields to corn, is more than pleased with the result. Iowa, Missouri, Kansas and Nebraska are wondering what they will do with it and the feeders are preparing to take their share. Indiana and Ohio farmers had such discouraging luck with wheat in 1902-3 and 4 that they also have an unusually large acreage devoted to corn. South Dakota and Southern Minnesota may not ship much, but they have a large acreage which is rapidly maturing.

Country buyers of the surplus states are assured a larger volume of business than they have enjoyed for several years, hence it behooves them to prepare now for the rush. Cribbs, shellers and cleaners which have been permitted to deteriorate must be placed in prime working condition, else much business and some profit will be sacrificed to unpreparedness. Get ready to receive 1905 corn in large quantities.

If your sheller leaves one-tenth of one per cent of the corn on the cob or breaks it, you can not afford to use it. A sheller which will do perfect work will save much more than its first cost to you. Cribbs which will not protect corn from rain, snow, sleet and rodents as well as

permit perfect ventilation shud be quickly overhauled.

The dealer who threw thousands of bushels of rotten corn out of his cribs in April and May will not need to be reminded that immature corn never keeps well and well cured corn sometimes gets very hot during the germinating period if not well ventilated.

"THE NATIONAL BOARD OF TRADE."

The persistent efforts of Kansas City's bucket shops to separate suckers from their money has taken on a new form which is reported to be working a quicker and more effective separation than any devised heretofore. The operation is made more alluring to the lamb by admitting him to nominal membership in the quotation factory, so he contributes regular fees to the support of the institution, saves one-half the so-called commissions and loses all his margins.

Any man, who is so lost to all sensible observation as to pay for the privilege of associating with bucket-shop keepers, tin horn gamblers and other sharpers must expect to lose the little money he possesses in short order whether he joins the so-called Board of Trade or not. If he joins he will have the pleasant prospect of rubbing elbows with some ex-members of a real board of trade, who having been put out of the Kansas City Board for unfair dealing may be induced to sink to even a lower level and join their misfortunes with the gang. What a pretty aggregation of fakers. they will have. Will they try to fleece one another when lambs freely pay for the privilege of being relieved?

OVERBUILDING IN THE NORTH-WEST.

The elevator business has been so much overdone at many stations in the North-west, line companies are reducing their holdings of eltr. property. The railroad which is ever ready to grant just one more site at any of its stations is as much to blame as the elevator owners. The number of sites granted at a station shud bear some fixed relation to the average amount of grain shipped from the station. The grain buyers wud not be so foolish as to build a 25,000 bus. eltr. for every 5,000 bus. marketed, yet some of the railroads seem perfectly willing for them to do so. Overbuilding has not yet reached this extravagant folly, but many eltrs. do not handle over 30,000 bus. on a crop.

Competition may be the life of trade but too much of it is surely not conducive to healthful conditions in the grain trade. The buyers can not eat up their capital and live yet it becomes necessary at stations where each house does not handle more than its capacity each year. If the buyers were to take double or triple the

margins necessary to support the average station, the railroads as well as the growers wud protest.

The builders of the unneeded eltrs. are always more to blame than any others but the local merchants, the farmers and the railroads have not clean skirts by any means. A change is needed in the sentiment controlling the grain business in all sections of the country else overbuilding will attain the extravagant proportions to be found now in the Northwest.

Unlimited Unsecured Loans to Shippers.

BY COL. S. RICE.

There are signs that the practice indulged in by not a few receivers, of advancing to country grain dealers, without collateral or security of any kind, large sums of money—merely with the expectation or hope of being "favored" with consignments in return—is coming to an end.

Why? Because, singularly enough, commission merchants have had borne in upon their minds the fact, after some years of eager competition in striving to outdo one another in this field of operation, that such business methods do not pay. They have been a long time in learning, by experience, what one moment's sane reflection should have taught them years ago; but the story of the human race is threaded with such incidents. From the time the dog of the fable lost his morsel of meat by snatching at a reflection—or possibly before—men have been busily emulating his example.

The worst of it is, however, that eleven-hour repentance can never undo the harm caused by a saturnalia of what has come to be known as "frenzied finance." Its effects will be felt for years to come; its evil will be visited upon grain men in all branches of the trade. "But," some one may say, "you are surely not speaking now of the country grain dealers; they have benefited by the competition of commission merchants to accommodate them. They have had the free use of money, often without interest, for long periods of time, and this money has been used with which to make more money; certainly the practice has been to their advantage." Ah, but has it?

The truth is "easy" money, whether made or borrowed, seldom does its recipient any good, and this applies just as much to the grain shipper as to any other man. Many a dealer, these last few years, who found himself in the possession of a snug, well-paying business at one or two stations, has been tempted by the ease with which funds were obtainable from receivers, to branch out into neighboring fields. Having suddenly become ambitious to operate a "line" of houses, he has either bought out dealers at adjacent stations on their own terms, paying more than the properties were worth, or has invaded adjoining territory by putting up additional elevators—often in towns already crowded with a superabundance of houses.

The results have been various, but largely disastrous in the long run, either to the promotor or his successors. While in some cases small lines of elevators thus acquired have been made well-paying

properties by superior management, one of three things has usually happened: the promotor has failed in business; the elevators have been "unloaded" upon some one else; or the line has been merged into that of a large company.

The contingency last named is ordinarily the ultimate one, anyway; and by just such means the field open to independent dealers in all parts of the country has been rapidly narrowed from year to year. That is the greatest of the evils which have resulted from indiscriminate, ill-advised speculation, such as the practice above referred to has encouraged. Not only are whole divisions of railroad becoming practically monopolized by large line companies; but the small dealers at scattered stations are being gradually crowded to the wall.

Let us suppose, for instance, that at Centerville the three elevators which the place can rightly support have been increased to five. Assume that all are in the hands of dealers who own but the one house apiece or are only operating at two, three or four stations. Eventually it is found that by dividing the station's receipts into fifths, the business done by each elevator has become very unsatisfactory, and the two latest comers in the field sell out to line companies. Then one of the original three elevators is acquired by some large concern. Now what happens? Just this: the line companies soon discover that the station has two elevators too many; and whose two elevators do they find those to be? If you can't guess, you may be able to later on by watching the little game of "freeze-out" being played at some station not far from you. Of course, conditions vary with the locality, and they may be a long time working out, but ultimately the situation develops about as I have described it.

The question is: Does the grain trade of our country want to hasten this process of centralization, or will it discourage practices that tend to bring it about?

For commission merchants the disadvantages of the whole absurd practice and its results, both near and far-reaching, are too obvious to require extended comment. That they should realize them and turn to saner methods is gratifying.

In the foregoing, of course, I do not refer to loans made in open account to regular shippers whose character and business methods are well known to their commission merchants. I know of one large firm of receivers that never lost one dollar on loans of that sort, although they aggregate many hundreds of thousands of dollars each season. These funds are advanced with the distinct understanding that they are to be kept invested in grain for shipment, and should any dealer violate this condition, the loan is quickly called in. But that contingency rarely occurs.

"Character," after all, is the best security in the world, and it is not as difficult as one might think for a shrewd commission merchant to gauge that of his shipper. Where they do not feel absolutely sure of their men, however, receivers owe it both to themselves and the trade at large to require ample security for loans and to insist upon the observance of fair, conservative business methods by those to whom the funds are advanced.

Japan's rice crop is estimated by the *Chugai Shogyo*, a trade journal, at about 41,000,000 koku, 203,478,900 bus., practically an average yield.

Letters From Dealers

OVERCOMING BREAKAGE OF WIRE TO MOVING ELECTRODE.

Grain Dealers Journal: We use a Columbus gasoline engine and have experienced considerable trouble with the wire from the battery, attached to moving electrode, breaking.

In order to overcome that I drilled a small hole thru the brass plug in "peep hole" at end of the cylinder and fastened one of the wires to it, doing away with the attachment to the moving electrode and making both wires stationary. It works O. K., and no more broken wires, resulting in choke-ups, and often heart-rending misfortunes.—W. C. Brown, Palmer, Kan.

EDUCATE AGENTS.

Grain Dealers Journal: Noting the suggestion of the Grain Dealers Journal that line elevator companies should "educate heads rather than hands" of agents, I call attention to the policy of the Minneapolis managers, which always has been to keep their men as ignorant as possible.

The average agent has no more idea how his purchases will sell than a section hand would have, so far as any information comes to him thru his manager. It is not thought necessary for an agent to know that his grain is of good grade or selling quality. All the line company managers want is for the agent to get his share "right" and not look any further. If the agent does not buy "right" he is advised by "grade" and not by "price."

While this probably worked successfully in past years, I believe the time is here now when the line company to succeed must post its men in all details of price sales. There has been a day when ignorance in the grain business could succeed, but I think and hope it has gone by, and an era of intelligence is taking its place.—A. C. Carroll, Jackson, Neb.

COURT DECISIONS HELP COLLECT CLAIMS.

Grain Dealers Journal: The list of "Supreme Court Decisions" in each issue of the Journal alone are more than worth the year's subscription. I find them of great assistance in filing claims with railroads; and when claims are returned "rejected," I select a decision applicable to the claim, return my papers with a request that the railroad company solicit an opinion from its legal department, which results invariably in satisfactory settlement.

Will the Journal please publish a few decisions showing the liability of the initial carrier for loss of grain, or shortage, even when cars arrive at destination with seals intact and no bad order or leakage notice? I believe under the common law the railroad receipting for grain is liable for any shortage in excess of $\frac{1}{2}$ of 1 per cent, upon proof by affidavit of the in and out weight.

There seems also to be a disposition to evade payments for shortages by claiming the loss did not occur while in possession of the road receipting for the grain. Give us some light on these points.—Ed. J. Coyle, Perry, Okla.

UNFAIR DEMURRAGE.

Grain Dealers Journal: It is with hopes that the attached copy will assist in calling out other shippers' experiences, which, if they will report them to me, I will see are properly presented at the first and best opportunity to assist the passage of a reciprocal demurrage bill, that I offer this illustration of railroad unfairness.—Geo. D. Henry, Fairfield, Ia.

Aug. 22, 1905.

Mr. H. A. Mohler, Agt. C., R. I. & P. Ry., Fairfield, Ia.

Dear Sir:—Regarding my claim, No. 1656, for—

Shortage	\$ 6.13
Unjust demurrage	3.00
Unreasonable delay, 14 days...	14.00
	<hr/> \$23.13

As for the first item, it is a legal claim and one that I can collect in any court of justice, but it is an item that I do not ask of railway companies that are disposed to be fair with me on points recognized by other railways.

As for the second item, I know we cannot recover that by law, but it is unjust just the same, so long as the railway companies refuse to recognize the third item.

As for the third item, I fully understand that I can only recover actual damages according to what I can prove. But this is more than the law asks the railway companies to prove.

However, the principal object of this claim is for the "actual illustration" of your railway's unfairness. And it is my hope that we will have enough of these "illustrations" to have material for our next state legislature.

Remember that this car stood most of the 14 days on the same spot where it stood waiting for me to give billing instructions, and for which I was charged \$1 per day. Yours truly,

GEORGE D. HENRY.

COOPERING CARS.

Grain Dealers Journal: We all have our ups and downs with the common freight cars in trying to load them so the grain will all be in them when they get to their destination. The R. R. Co. furnishes us with the common grain doors, crooked and heavy; some of them would hold a great weight and others will only hold a little weight, so the difficulty comes in getting them in the doorway so we are absolutely sure they will not spring out past each other and let the grain, especially wheat, past and out.

We find as sure a method as any is to cut a couple pieces of 2 by 4 as long as the 3 grain doors are high when in the car. We then put one door in its place in each side of the car, then nail one of the 2 x 4 to the outside of each grain door up and down in the middle. We then take some smooth wire, about No. 8 or 9, and put across the car 2 or 3 times and around each of the 2 x 4, draw up the wires as tight as we can handy and fasten the ends together.

Put on the other grain doors, and the wires will be thru between the first and second doors on each side of the car. When all the doors have been nailed in place put a stick in the wires and twist the wires just as tight as you can without pulling the doors off. Nail the doors with a few 8d nails; there is no use of nailing grain doors as much as some fellows do; 3 nails in the end of each grain door is a big plenty and 8d nails are plenty large enough; in fact, 6d do pretty well.

Doors fastened with the wires are sure to keep in place and the men at the terminal station can simply run a bar down back of the wire, hit the wire a clip and it is loose. The 2 x 4 can easily be pried off and the doors also, as they are not nailed very much and nothing is broken

but the wire. This is an easy and cheap way to fix the doors perfectly secure.

Old engine waste stuffed in the little cracks of cars will save lots of wheat sometimes.—J. P.

APPLICATION OF THE CORNER RULE.

Grain Dealers Journal: Under ordinary conditions the buying in of defaulted contracts on the last day forms such a small percentage of the day's transactions that the effect upon market prices is practically nil. No injustice to buyer or seller adheres under usual conditions to a settlement based on the average price of the day, or the closing price, etc.

When, however, the volume of defaulted contracts to be bot in far outweighs the ordinary sales of the last day, the buying on such contracts is so influential in affecting the price that the market is to that extent artificial. Furthermore, when the defaulted contracts are nearly all held by one interest it is so easy to bid up the price to make the settlement more profitable to the holders that few men are able to resist the temptation to do so. Indeed, far from avoiding the necessity of buying in contracts of unfortunate defaulters, certain rich men in one market are constantly on the alert to entrap the unwary and squeeze the sellers to the last farthing, the rules of that exchange permitting what the victims are pleased to style robbery.

A "corner rule" affords the victims some relief when fairly made effective, and has a more valuable indirect tendency to discourage manipulation by making it impossible for the manipulators to absolutely fix the settlement price at what they choose to bid. A corner rule is one giving authority to a committee to name the settlement price, the committee having the right to consider other factors than the trading price, and to determine to what extent the demands of the buyers are extortionate.

During the past year the corner rule has been enforced at Minneapolis, St. Louis and Winnipeg. In the first case, the sellers, Milwaukee millers, were severely punished; while in the last the buyers failed by far to gain settlement at the price forced in the pit.

In the excitement culminating the last day of a corner in grain on the exchange men are prone to consider personal interests in weighing the question of the price to be paid in the settlement of defaulted contracts. The unfortunate sellers feel that they have been robbed when the market on the last day has been bid up high above the markets in other cities. The buyers feel that they only want what they have bot, and that the sellers themselves are the creators of their own misfortune by selling what they could not deliver.

A committee to which is referred the question of establishing the settlement price has before it an annoying task, a duty they can discharge with satisfaction to themselves only by bearing in mind the following underlying conditions.

It is a very serious mistake, indeed, for the committee to go into the question as to whether trades were or were not "legitimate." No one in considering this question should use or write the words "legitimate," "speculative," "gambling."

It is also a mistake for the committee to attempt to decide whether the rule pro-

viding against a corner was intended to provide relief to a certain character of trades only, and not to other trades, for the reason that every trade made in the market is based theoretically and practically upon the proposition that the contract is one which must be fulfilled, and that view of the trading is the only one possible to maintain. Every trade is legitimate. No trade is different from any other trade. It is a serious mistake for a committee to hold that there is any difference between one trade and another. The committee has nothing to do with the mental attitude of A and B in entering into the trade.

The proper field of the committee's action is well stated in the corner rule of the Winnipeg Grain Exchange, that "in determining the measure of damages to be paid by defaulter, shall be authorized to consider whether or not the value of the property in dispute has been enhanced for the purpose of extorting unreasonable damages, and shall consider the effect on values produced by sales in excess of the marketable supply; and in view of the facts presented, and having reference to the duty of the seller to specifically fulfill his contract, shall determine the just and true value of the property defaulted for; and by the value so established shall determine the measure of damages."

Under such rule it is wrong for the committee to attempt to go outside of the rule and try to decide whether the rule was intended to provide relief for one class of traders and not for another, or whether or not there are 2 classes of traders.

There is no question whatever that if A and B entered into a contract whereby A agrees to deliver to B certain goods at a certain price, within a certain time, and A defaulted in that contract, B is entitled to damages. Such principle is generally recognized not only in a contract for the delivery of grain but in any kind of a contract; and unless the committee shall find that the bidding of the market up was extortionate they can not afford any relief. But, whether the committee shall find the damages extortionate or not, they can not afford to assume the authority of studying the mental attitude, purposes and intentions of A and B at the time of making the contract.

After all the evidence is in the first question to be decided by the committee is whether or not there was a corner, this question involves everything in the case. A corner may be roughly defined as a condition of the future market in any month traded in as shows conclusively that those who are on one side of the market were attempting to secure unreasonable damages from those who were on the other side of the market and who were unable to deliver. The words, therefore, "unreasonable damages" are the meat of the whole proposition.

Suppose that the longs had bid the market up to \$10.00 a bushel. No fair-minded man would hesitate to find that there was a corner, and compel a settlement on the actual value of the grain. The committee must decide therefore whether the damages were so unreasonable—whether or not the extortion was sufficient—to justify its finding that there was a corner in the market; and, having in mind the demoralizing results of such a decision generally, must decide whether or not it is feasible or possible to promulgate such a decision under facts and circumstances of the case.—M. J.

ADVANCING MONEY TO SHIPPERS.

Grain Dealers Journal: Receivers and track buyers who supply money to country shippers only to the extent of honoring drafts attached to Bs-L will wonder what has come over the northwestern receivers when they learn that some of them are advancing \$50,000, \$75,000 and \$100,000 to different shippers in order that they may be on easy street and conduct their business without consulting or depending upon their local banker.

It is hard for some of us who are even well posted as to the facts to figure out what is to be the ultimate end. Receivers have reached the point where, in their eagerness to get the shipper's business, they are advancing large sums, oftentimes to the same shipper, without security and without interest.

I am confident that the ease with which the receivers supply unlimited funds to country shippers encourages them to bid more than the market warrants for grain offered by growers and fosters wild and extravagant methods. Receivers should not be expected to furnish any money to shippers.

The laws of the states under which they are incorporated do not contemplate that they shall indulge in the money lending business. That clearly belongs to the province of the banker and it would seem that he would protest against this invasion of his field. The recklessness which some of the receivers have shown at the beginning of the movement of this season's crop has forced a few to cease seeking shipments.

Some receivers point out very clearly that it would be much cheaper for them to erect an eltr, and place a buyer in the market than to advance so much money to the shipper. They are right. I believe the shipper is jeopardizing his own interest by requiring so much money or even accepting it. When the shipper comes to town the receiver supplies him with all the money he wants and cigars to burn. We presume that many receivers will soon be employing detectives to fill his pockets clandestinely with extra spending money.

The receivers seem long since to have lost sight of the true purpose for which they engaged in the commission business, and like the old-time country buyer, they are fighting for shipments, regardless of

the cost. Such dangerous and expensive methods must soon work their own remedy, or centralize the receiving business into the hands of a few strong companies who will have so much business they can afford to lose a loan occasionally without being permanently crippled.

It looks to me very much as tho both shippers and receivers were to blame for the rapid growth of this imposition, and it would seem that in the interest of both something should be done to check the practice.—M. & F.

WILD CAT DEALERS.

Grain Dealers Journal: We are troubled here with what I term wild cat dealers. They will jump in the market and run up the prices on legitimate dealers and at that time will get the grain, but what are the results? The farmers hear that the prices are up and they begin to rush their grain to market. Perhaps when they get to market the wild cat dealer is gone, or has all the grain he wants. Then the farmer has it in for the legitimate dealers who will not pay these prices, and the dealer is up against it.

If the farmer would investigate the matter thoroly he would find out that in 9 cases out of 10 he will lose more by weight than he gets in price from such dealers. If the farmer will stop to think he will know that people are not in business for their health: there are too many health resorts in the country for that.—D. E. McBride, Mountain View, Okla.

Somebody inquires what "puts" and "calls" are. Well, they are principally a good scheme for letting the tail go with the hide.—*Superior Telegram.*

The condition of cotton Aug. 25 was 72.1, compared with 74.9 a month earlier and 84.1 a year ago, as reported by the bureau of statistics of the Dept. of Agri. The condition is best in Missouri at 86 and poorest in Louisiana at 62.

The last announcement by the press is that every bushel of corn bought will be taken and paid for. It came with a terrorizing flourish, but don't be frightened: the Board of Trade was organized in order that that very thing might and should be done. It would not otherwise be a grain exchange. Paid for? Sure.—E. W. Wagner.



Back Pressure on Cleaners.

BY S. M. F.

In the operation of grain cleaning machinery we frequently find peculiar conditions existing in many well-known, first-class elevators throughout the country.

It would appear from the manner in which machines are installed in many houses that the contractor and builder has only one idea in view. He seems to think that if a machine be placed in position and connected by a belt to the driving pulley, and that the air be spouted from the fan to some receptacle called a dust collector or a dust chamber, he has done all that is necessary in the case.

Grain-cleaning machines are built and scheduled to run at certain speed for the fan, and consideration is given to the fact that in most cases we will meet with obstacles which will create a back pressure upon the fan, such as in fact many elbows and curves in the spouting to the dust collector and dust chamber, and therefore an excess of something like 20 per cent of fan power is given to all machines.

Recently trouble with cleaners was reported in two prominent malt and barley houses being operated in Chicago.

In the first case at hand the malt house and elevator had installed one No. 9 Monitor Barley Separator and one No. 9 Monitor Malt Separator. Each was set and run with a proper speed of fan—500 revolutions. With a free discharge of air from these machines at this rate of speed they would surely clean barley and malt and remove all of the light material in the grain. But as we found these machines were not performing their work in a satisfactory manner, we made a thorough examination of the premises and found that the air trunk spout leading from the fan was carried for a distance of some 60 or 80 feet from the machine, discharging into a home-made dust collector of the Cyclone type.

These dust collectors had no center outlet discharge for the air and had no provision made for the expansion of the air, but instead on the periphery of the case were attached two small spouts, as shown in Fig. 1. These outlet openings would aggregate about 350 square inches, while the inlet opening would have an area of 450 square inches to be equal to the requirements of the fan. Therefore, as will readily be seen, without providing for the expansion of the air in the cyclone itself and its outlet, a severe back pressure was produced and worked against the successful operation of the machine.

In another case, where the house is equipped with several large size grain separators and oat clippers, a system of dust collecting had been installed (this house has been in operation several

years) whereby it was aimed to make a complete and perfect collection of the dust. It was found in making a test run of the grain separator that it was necessary to run the fan at a high speed in order to remove the amount of screenings necessary to thoroughly clean the grain. It made very uneven separations; whole grains and screenings were taken through the fan to the dust collector. In several trials very unsatisfactory results were obtained. In this case, Fig. 2, the inlet opening to the dust collector is 490 square inches. Spouts attached to the outlet openings of these dust collectors had an equal area. The outlet spout was carried thru the roof into a dust room below, and at the bottom of this spout was attached an automatic hinged valve weighted in such a manner that the force of the air thru the dust collector, while the machine was in operation, would keep the valve open for the exit of the air. In this case there was no provision made for the expansion of the air, either in the dust collector or in the outlet discharge, and the attachment of this valve at the bottom of the outlet spout requiring the pressure of air to obtain a free discharge of the air caused a constant back pressure thru the dust collector.

It has been a well recognized fact ever since dust collectors of the cyclone pattern came into use, that provision should be made for the expansion of the air of at least 3 to 1 times of the inlet tube. All dust collectors of this pattern have been provided with outlet openings for the free exit into the open air. When contractors and their expert engineers undertake to install a system of dust collecting as herein shown, by which they retard the free outlet of air from the cleaning machines that are in operation, they entirely ignore all principles of pneumatics and create a system that requires additional power for driving all machines. This makes much expense and trouble for the cleaning machine maker, the elevator owner and the operator. The trouble shown by Fig. 2 was remedied by disconnecting this outlet spout at the point nearest attached to the dust collector. The machine in operation increased its efficiency fully 50 per cent at once, thus proving conclusively the faulty construction of the entire dust collecting system.

To avoid similar errors in faulty construction dust collectors that have a large outlet area should be attached to grain cleaning machines. As is well known, the finer dust escapes thru this type of dust collector into the air, and in certain localities becomes very objectionable to the surrounding neighborhood. All this dust can be collected and back pressure prevented by installing a pneumatic sweeper

system with a strong suction and connecting directly with the outlet. Have it take this fine dust through wind trunk and fan into a tubular cloth dust collector. Then the neighbors will have no occasion to kick about the dust, the cleaners and scourers will not be interfered with by back pressure, hence will do good work, and the superintendent will not be uneasy about his job.

Government Crop Report.

In its report issued Sept. 11 the crop estimating board of the Dept. of Agri. gives the condition of spring wheat as 87.3. This is the second year that spring wheat has been separately reported upon Sept. 1 and a comparison therefore can only be made with the situation one month ago which was 89.2 and with that reported Sept. 1, '04, which was 66.2.

The condition of corn Sept. 1 was 89.5, compared with 89 last month, 84.6 on Sept. 1, '04, 80.1 at the same date in 1903 and a 10 yr. average of 81.7.

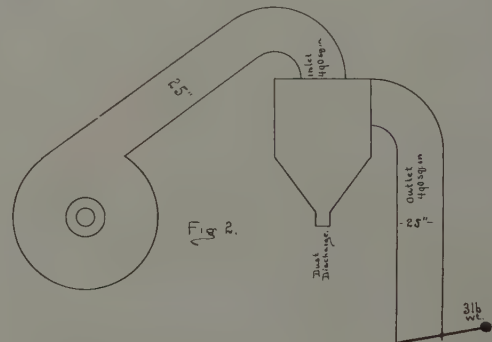
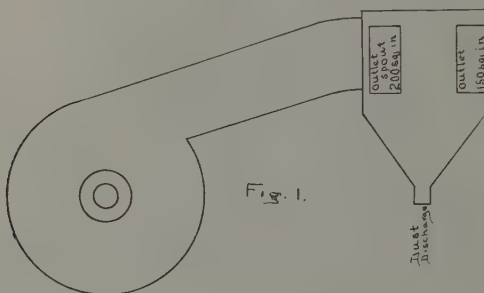
The average condition of the oats crop when harvested was 90.3 against 90.8 last month and 85.6 reported Sept. 1, '04, 75.7 at the same date in 1903 and a 10 yr. average of 81.4.

The condition of barley when harvested was 89.8.

Senator P. J. McCumber of North Dakota will reintroduce at the next session of congress his bill for federal grain inspection. McCumber alleges that there "is a feeling among wheat producers that the inspection will be more efficient if it is done by the government."

Edwin S. Holmes, Jr., until recently associate statistician of the Dept. of Agri., Frederick A. Peckham, a broker of New York, and Moses Haas, have been indicted by the federal grand jury at Washington on the charge of conspiracy to defraud the government thru the furnishing by Holmes of advance information on the cotton crops reports. The trio has been placed under arrest.

C. C. Duson, a representative of the Texas & Louisiana Rice Millers Ass'n, visited Pres. Roosevelt recently to urge that when the reciprocity treaty with Cuba shall come up for consideration 2 years hence it shall be amended to give the rice interests of the United States adequate protection. Mr. Duson stated that since the treaty went into force Great Britain's trade with Cuba has increased 30 per cent, Germany's trade 28 per cent and Spain's trade 22 per cent, American trade having suffered correspondingly, tho affording a market for 80 per cent of Cuba's exports.



Crop Reports

CANADA. Tavistock, Ont.: Wheat will average 20 to 25 bus., probably 22 bus. per acre; oats run from 40 to 50 bus., say 45 for an average; barley from 30 to 40 bus.; peas about 20 bus.—A. E. Latz, secy. Tavistock Milling Co.—Winnipeg, Man.: On Sept. 5 the crop was nearly all out with practically no damage from any cause whatever, excepting a slight deterioration of the grade, resulting from ripening too fast. The weather at present is ideal for harvesting and threshing. The wheat acreage is 4,019,000 and with an average yield of 22.3 bus. per acre will make total yield of 91,633,200 bus. Oats, acreage 1,423,000, average yield 47.2 bus., total 67,165,600 bus. Barley, acreage 433,800, average yield 31.5 bus., total yield 13,664,700 bus. Flax, acreage 34,900, average yield 13.5 bus., total yield 471,150 bus.—Frank O. Fowler, secy. Northwest Grain Dealers Ass'n. Ottawa, Ont.: The areas of the principal crops in Ontario, as reported by the Ontario Department of Agri., are 796,213 acres fall wheat, 190,116 acres spring wheat, 772,633 acres barley, 2,668,416 acres oats, 101,292 acres rye, 374,518 acres peas and 50,543 acres beans; compared with 605,458 acres fall wheat, 225,027 acres spring wheat, 772,434 acres barley, 2,654,936 acres oats, 130,702 acres rye, 339,260 acres peas and 50,892 acres beans in 1904.

ILLINOIS. Jacksonville: Only half a crop of hay this year and of poor quality.—R. S. Nelson.—Ottawa: Good crop of corn so far. Oats not as good as last year.—M. Kenny.—New Berlin: We have one of the largest corn crops we have had in 10 years. Oats yield only about half crop; from 20 to 35 bus. Very little wheat raised; quality good; from 15 to 20 bus. per acre. Think the corn as it now looks will run from 50 to 60 bus. Hay very light crop.—E. A. Roesch.—Muncie: Corn in this locality is good; 10 days of good weather will get it out of the way of frost, with the exception of an occasional field which is late. Oats all threshed and 75 per cent out of the farmers' hands. Fall plowing in full blast.—E. A. Purnell, agt. B. B. Minor.—Olney: Barring early frosts the corn crop in this vicinity, promises to be the largest for several years, notwithstanding the immense damage by hail which rendered hundreds of acres fit only for pasture. The wheat crop just harvested is a vast improvement, both in quality and quantity, over that of last year.—S. C. Wilson & Co.

INDIANA. Fulton: Threshing is just completed. Oats threshed during the past 2 weeks are of poor quality; think the crop will average 35 bus. per acre. Wheat acreage was small, but yield and quality good. Acreage for the new crop of wheat will be increased 50 per cent. Prospects for corn are excellent; nothing but an early frost will damage the crop; some fields are out of danger of frost now.—Gadsden: Have just harvested a large crop of oats; good quality. No wheat to speak of. Prospects are for the largest crop of corn in several years. Lots of wheat will be sown this fall.—John Ullery, agt. Goodrich Bros. Hay & Grain Co.—Francesville: Oat crop is all threshed; made from 20 to 60 bus. per acre; poor quality on account of excess of rain. Corn is late, but indications point to fair yield, if frost stays off until Oct. 1. The acreage is larger than usual, because of the drowning out of oats in the spring.—J. W. Whitaker, Crabbs Reynolds Taylor Co. Kitchel: Late threshed oats are in bad condition, owing to excessive rains; grain is bleached and musty.—W. C. Hart, secy. Kitchel Eltr. Co.

IOWA. Fairfield: Corn badly blown down all over S. E. part of state, and it will have a telling effect on the yield. Oats are a good yield, but badly damaged by rains. Geo. D. Henry.—Dumont: Estimate that every 160 acres has 35 acres of corn and 40 acres of oats in this section. Oats will average about 38 bus. to acre and corn 45 to 50 bus. Corn looks

very good, especially on high land; will be out of the way of frost in 10 weeks or two.—Geo. L. Mork, agt. Anchor Grain Co.—Edna: Barley acreage is smaller than last year; yield 25 to 30 bus. per acre; quality better, but owing to heavy rains right after harvest is discolored and it goes mostly for feed. Oat acreage larger and a better yield, going from 40 to 60 bus. and a good weight and color, where it was taken care of properly. Corn crop never looked better and all that is needed is a little more good weather and a bumper crop will be harvested.—Mgr. Edmonds-Londergan Co.—Earlville: Corn promises a fine crop if frost holds off 10 days. Oat acreage was larger than last year and yield is good. Barley is a good crop and yield was from 30 to 45 bus. per acre, with the acreage double any previous year.—H. J. Pitcher. Dunkerton: Oats are very heavy and yield from 35 to 50 bus. per acre. Corn looks good and if frost keeps off until Oct. 1 it will be the best ever raised here. Corn and oats are about all the grain raised thru this section.—A. G. Agnew, of Agnew Grain Co.—Ames: Estimate that Iowa is to have a corn crop of 400,000,000 bus.—Prof. Holden, Iowa Agri. College.

KANSAS. Lawrence: Crops of all kinds are good.—J. N. Harshburger.—Sylvan Grove: Not much wheat moving; hail cut us out of 75,000 bus. Corn will not make over 10 bus. per acre, on an average; some bottom corn fair, most upland corn, nothing.

KENTUCKY. Frankfort: Corn condition is 101, reports the Kentucky Commissioner of Agri. Average yield of what is 11 bus. per acre, a trifle below average and indicates a crop of about 8,500,000 bus. for the state. Oats yield 26 bus. per acre and rye 13 bus., a little over average.

MICHIGAN. Cedar: Our wheat crop is poor this year, there being lots of smut and some shrunken wheat; acreage about same as compared with other years; yield about 20 bus. Rye is very good. Oats are a heavy crop.—Billman & Sons.

Lansing: Weather during Aug. was very favorable for growing crops, says Geo. A. Prescott, secy. of state, in his report issued Sept. 9. The temperature was above normal the greater part of the month and the precipitation was greater than usual. Wheat is not yielding as well as expected in some localities, the average yield per acre being 19 bus. White wheat is poor in quality and light in weight; condition of red wheat is fair. Quality, as compared with average is 91. About 3 per cent of last year's wheat is still in the hands of farmers. The total amount of wheat marketed during Aug. was 206,519 bus. to flour mills, 213,286 bus. at eltrs. or a total of 419,805 bus., which is 270,877 bus. more than was marketed during Aug. last year. The oat yield will be up to average notwithstanding there has been much unfavorable weather for the crop. The straw was lodged considerably and wet weather prevented the crop being secured in good condition in all cases. The estimated average yield per acre is 35 bus. The quality, as compared with average, is 92. The estimated average yield of rye is 15 bus. The weather during Aug. was very favorable for corn. It eared well and began to ripen so that some of it is already out of the way of frost. Most of this is on high or well drained land. Some corn will be valuable only for fodder, owing to unfavorable conditions in some localities. The condition is 84, as compared with average. Beans have made good growth and will yield well, if the crop has good weather to ripen and secure it. The condition of beans, as compared with average, is 84.

MINNESOTA. Luverne: Condition of crops is very poor; so much rain since the grain has been put in shock that it has been damaged very much. Lots of barley is growing in field.—G. O. Farrell, agt. Hubbard & Palmer Co.—Ada: Crops thruout this county are good. Wheat will grade up. Threshing delayed by wet weather.—D. H. Fulton.—Albert Lea: Crops are good. Wheat will go from 18 to 25 bus. to the acre; barley, 30 to 40 bus.; oats 40 to 60 bus.; flax, 16 to 20 bus.—A. A. Sorenson, agt. W. W. Car-gill Co.

MISSOURI. Columbia: Corn crop of the state made a rapid growth during Aug., says Secy. Ellis, of the State Board of Agri., in his report issued Sept. 7. A

considerable portion of the crop is entirely safe from frost and the entire crop will be safe by the usual time for first killing frost. Some damage was done in southern part of state by excessive rains and all sections of the state report more or less damage from wind storms, ranging from slight damage up to 50 per cent in some fields. The crop deteriorated a little over 2 points during Aug. allowing for damage by rain, wind and overflow and the average condition on Aug. 31 was 95, 18 points above the 5-year average. A great many phenomenal yields are expected in all parts of state and the quality will be excellent if fair weather continues during all of Sept. Present conditions indicate a probable yield below the crop of 1902, but almost equal to the second largest crop. The state should produce by the present outlook, on the acreage of 7,076,050, about 36 bus. per acre or a total of 255,000,000 bus. Plowing for wheat is progressing favorably and is completed in some sections. Prospect is for slightly increased acreage to be sown this fall.—McCurry: Wheat crop was fair; oat crop good; corn prospects very promising. Weather rather cold and wet but think by Sept. 15 the corn crop will be out of danger of frost. Expect to have quite a surplus of corn for the market.—Geo. W. Hawkins.

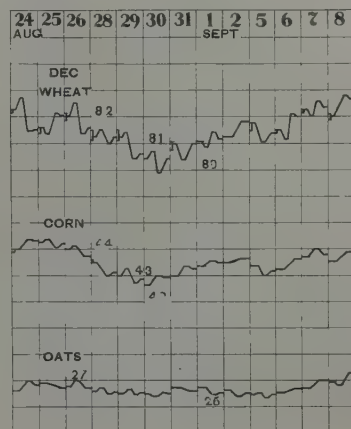
NEBRASKA. McLean: Grain not good. Hail damaged it fully 60 per cent in this territory. Oats are badly colored from recent rains. Corn will possibly make half crop, barring early frosts.—W. W. Trosper, agt. Louis E. Mann.—Nehawka: Wheat crop was fine, made from 20 to 40 bus.; testing 60 to 63 pounds. Corn very fine; will not be out of the way of frost before Sept. 15.—H. M. Pollard.—Stella: Wheat yield was 22 to 23 bus.; extra fine quality; 60 to 63½ pounds. Corn acreage is a fair average; yield will be 40 bus. on an average; fine soaking rain just thru; corn out of danger of frost in 10 days. The usual amount of wheat will be sown this fall; plowing about done; ground in fine condition.—J. D. Curtis.

NORTH DAKOTA. Perth: Wheat acreage 10 per cent more than last year and present condition is fine; filling nicely. If no more storms or rust come the crop will be a bumper.—M. J. Hoffman, agt. Anchor Grain Co.—Rugby: Crops are all of the best but all ripe at once and it will take until after Sept. 1 to get the wheat out. Threshing will probably commence Sept. 4 and 1 eltrs. will be full in a short time.—H. Steffen, agt. Imperial Eltr. Co.

OHIO. Dorset: Small acreage of wheat planted last fall, but yielding above the average. Large acreage of oats, yielding from 30 to 70 bus. per acre, probably 50

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Sept. 9 are given on the chart herewith.



bus. will be fair average. If the frosts hold off corn will be about $\frac{3}{4}$ of crop. Buckwheat is looking very nice at present time.—Dorset Milling Co.—Toledo: Plowing for wheat has been progressing well; ground in good condition thruout this section. Earliest planted corn is now being cut and is generally good. Late planting will require from 10 to 15 days to mature well. Oats in shock suffered considerable damage from recent storms thruout this part of state. If frost stays off until Sept. 20, the corn crop of this section will be fully matured.—H. D.—Fremont: Oat and wheat crops only fair in this vicinity this year;

WISCONSIN. Barton: Winter wheat averages about 35 bus. per acre; spring wheat 25 bus.; barley, 30 bus.; oats, 50 bus.; rye, 25 bus. Started to thresh about Aug. 25. Very much rain. Some oats are standing out in the fields yet.—Wm. F. Gadow, of Barton Roller Mills.—Stockholm: Acreage of barley is from 20 to 25 per cent less than last year. About half the crop yet in stack, but average yield is estimated at about 25 bus., or from 5 to 8 bus. less than last year: have had too much rain and it will run from poor feed to fair malting, depending on the care given it; berry is smaller than last year. That which was

Rasera, agt. W. W. Cargill Co.—Belgium. This territory is devoted almost exclusively to barley. The crop this season is not up to its usual quality, owing to excessive amount of rain during harvest, which prevented the grain from being taken care of properly and reduced the quality materially. The acreage is not quite up to last year and yield will be at least 20 per cent below the average.—H. Servaes, agt. Northern Grain Co.

Reinforced Concrete for Grain Elevators.

We are in the age of concrete. We may have much to learn of the nature and manipulation of this material, but we have a good start and reinforced concrete is here to stay. No item is of greater interest to the grain men than the introduction of reinforced or armoured steel concrete in the construction of grain elevators and storage plants.

Reinforced concrete has for its basis of utility the fact that the expansion and contraction of steel and iron are as nearly as it is practicable to ascertain, exactly the same as that of concrete. It is therefore possible to combine the great tensile strength of steel with the greater compressible strength of concrete and the combination of the two makes a material of great strength and durability.

It is said that probably no other material known to science is quite so durable as concrete. It is the one substance that seems to improve with age. During the first year this progressive improvement is very marked. Ordinarily, concrete reaches a large fraction of its usefulness inside of ninety days after which the hardening process proceeds more slowly, but it does not at any time seem to reach a point where actual deterioration sets in. There is no corrosion, consequently no after protection required.

When the first permanent set is obtained, there is no further shrinkage or danger of fracture, when its load is kept within its safety limit. Concrete used without reinforcing will show more or less fracture in setting process. Consequently, large masses deposited without reinforcing are designed with the possi-



Fig. 2. Steel Rods in Concrete Bottom.

large portion of wheat testing light. Corn looks to be an average crop.—J. H. Wolfe & Bros.—Fredericksburg: Acreage was about average; yield is only about 10 bus. per acre, or about half crop; quality fair.—R. W. Spencer.

SOUTH DAKOTA. Springfield: Very little threshing done here yet; has been too wet. Oats going between 40 and 50 bus. to the acre. Wheat very good; 12 to 18 bus. per acre in what has been threshed. Barley good; color a little bad. Corn never looked better for nine years than this year; if frost keeps off we will have the largest crop for years.—R. A. Maarsnigh, mgr. E. Colburn.—Miller: Crops fine; 18 bus. to the acre is expected of the wheat crop in Hand county.—Corcoran Bros.

TEXAS. Dallas: The oat crop, while fairly large this season, was badly damaged by excessive moisture of the spring and early summer. Dealers state that they have never handled poorer oats than the Texas crop that is now on the market. Threshing is just about over. Wheat is in about the same conditions as the oats and little of the crop is fit for milling purposes and is being sold at almost any price that is offered, as it can be used only for feed. The corn crop in southern part of state has commenced to move; is in good condition. It will probably move very slowly this season as it is now the cotton picking season and few farmers will have the time to market their corn. Dry weather for past 30 days has forced the opening of cotton and put forward the picking season.—J. S. W.

PENNSYLVANIA. Pittsburg: Reports indicate that the hay crop in Pennsylvania will be fully up to average of the large production of 1904.—C. H.—Philadelphia: The reports on crop in Pennsylvania are all optimistic. There will be no embargoes this winter on the lovers of full yard wide, old fashioned, home made buckwheat cakes, as the yield promises to be a full one. Every farmer in the state is boasting of his corn crop. Oats in the principal districts are showing up finely; many locations indicate heavy graining.—S. R. E.

bus., oats 40 bus. and rye 25 bus.—Jas. well stacked and allowed to go thru sweating process before being threshed will be of good color. Rye and wheat acreage considerably greater than usual; quality and yield good for this section. Oats about average crop.—Larson & Swanson.—Bear Creek: Wheat average 35 bus. per acre, corn 60 bus., barley 30



Fig. 1. Column Work of Steel and Concrete Elevator.

bility of these fractures in view. When steel is added to the mass, the shrinkage fracture of the cement is infinitesimally small, in fact is not discernible by the naked eye, and does not seem to count in practice against its utility or strength. Its fire resisting qualities are equal to those of its component parts, which are usually cement, sand and stone.

There has recently been a very good test of these functions by the burning of the North-Western Ry. Co's elevator at Jefferson Junction, Wis., a couple of

Figure 2 gives a good idea of the interlacing system of steel rods for reinforcing placed in one face of the inclined hopper bottoms.

Figure 3 shows the foundation complete with part of the steel bin work in place.

Figure 4 shows the concrete foundation complete and supporting the unfinished bin story of steel.

It will therefore be seen that the heavier loaded portion of the elevator, which consists of the first story and all bin

heavier than the same size bins would be if constructed in steel; consequently the elevator referred to, having a large number of compartments or bins, was built with this portion entirely of steel. It is entirely practicable, however, to carry up the whole structure in concrete by making provision for the extra weight in foundation.

In regard to concrete, for the preservation or the keeping of grain, the experience of those who have used it in this country, is unanimously in its favor. While it is difficult to make concrete absolutely waterproof when under water pressure, it seems readily to throw off moisture obtained from the atmosphere, and there is no evidence of its permeating the walls from the outside. The fact that concrete can only be successfully built in temperatures above the freezing point will probably restrict its use in the winter time in northern climates, at least until some adequate means of artificially heating and preserving the concrete can be obtained.

As to the cost, there is very little difference, under the present market conditions, between the cost of concrete bins and steel bins. In the case of concrete, unskilled labor can be largely used and the materials are always easily obtained. The forms are always a source of considerable expense and the cost will depend largely on the ingenuity of their layout and the market conditions of skilled labor and lumber in the vicinity of the job. It is unfortunate that the forms can seldom be used a second time. At the best they consume a large amount of lumber and at the finish of the work it is scarcely fitted for kindling wood.



Fig. 3. Concrete Foundation.

months ago. This elevator was a building of the wooden type, having about 200,000 bushels storage and was separated from three concrete tanks by a distance of 17 feet. The location of the building was such that no interference from a fire department could be obtained when the building was once ignited. It therefore burned with tremendous rapidity and intense heat. A minute examination of the exposed surfaces of the concrete tanks showed that there were a few blisters, none of which exceeded the area of 10 inches square and half an inch deep. The actual damage to the concrete was practically nothing. The exposed walls of the concrete were about 8 inches thick and the contents of the bins received no damage, excepting from the deposit of soot and smoke which came in through a broken window.

It might be urged against concrete that its very permanency would be against its use in grain elevator construction. There are many elevators in the city of Chicago to-day that are obsolete. The trade has practically departed from them and the enhanced value of the ground will make their removal imperative in the near future. If they were built of concrete, it would be a formidable undertaking to remove them. It is estimated that it would cost very much more to destroy a concrete elevator than it would to build one up.

The illustrations which we publish this week are from construction photos of a steel and concrete elevator recently completed at Fort William, Ont., by the Macdonald Engineering Company, of Chicago. The photographs show the entire sub-basement or first story of the building built entirely of reinforced concrete. This work includes the columns, girders, hopper bottoms and wall enclosures, as well as floors and foundation footings.

Figure 1 shows part of the column work constructed to the underside of the girders with the forms set for hopper bottoms.

supports, is practically monolithic, built, as it were, out of one piece of artificial rock and absolutely indestructible under normal conditions. The dead load of concrete storage bins is considerably



Fig. 4. Concrete Foundation Complete.

Asked— Answered

MANIPULATION OF FLAXSEED MARKET.

Grain Dealers Journal: Can the Journal give us any tangible information as to why the price of flaxseed is manipulated as it is?

It started in at \$1, went rapidly to \$1.31, and then dropped within a few days to \$1.03. A difference in price has also been made in N. W. and S. W. seed; last week S. W. went to \$1.10 and N. W. \$1.16, a difference of 6 cents.

Suppose A was taking in contract flax in the S. W. and gauging his contract price on Chicago price, so much off Chicago on day of delivery, say 25 cents per bushel. Chicago—131—25 cents off. Next day it is down 6 cents, \$1.26—25 cents off—\$1.01 to farmer. Next day off 6 cents, \$1.19—25 cents off—96 cents to farmer, and so on down to \$1.03.

Who is doing this stealing? We ordered a car and then countermanded it after figuring into the rascals' pockets \$75 out of ours, and this morning on an advance of S. W. to \$1.10 we have again ordered a car to load out. We have been told that they have ruined the Chicago flax market, and where 100 cars used to come in there is not now one.

Please give readers a note of warning and instruction.—F. P. Miller & Son, Chetopa, Kan.

Ans.: The peculiar movements of the price have been due to natural causes.

The last two crops were bot up by the linseed oil trust, who held up the price of seed and oil, assisted by the foreign demand for cake, right up to the tail end of the old crop. No. 1 Northwestern seed sold during the spring months within a few cents under \$1.50. When the government reported the area 128,800 acres greater in July the market first showed a sinking tendency, declining from \$1.44 early that month to \$1.39 by July 25. Stocks on hand were fully as large as a year ago, seed too high for the price of oil, and by Aug. 3 seed declined to \$1.26.

The government report of Aug. 10 made condition 96.7, compared with 78.9 the year before, and 92.7 a month earlier. This with the increased acreage was too bearish for the market to resist. No one wanted seed, least of all the oil trust, and the price dropped to \$1.16 by Aug. 11, remaining at that while No. 1 continued to fall reaching \$1.01 by Aug. 22, and No. 1 N. W. \$1.12 by Aug. 29. The market now is showing some recovery. There is no manipulation at present. Just before the break several million bushels were sold for the October delivery in the Duluth market.

Every grain dealer must judge for himself how to protect himself against wide fluctuations in the market—whether to sell to arrive, to consign, to hedge, or sell on track. Conditions in the markets vary so greatly different months in the year that a certain method of buying which is very profitable at one time probably will be equally unprofitable at another time.

Some who have had long experience in the flaxseed trade look for a decline this season to 75 cents per bushel. In a fall-

ing market it is well to have the grain sold as soon as bot, or before. In any event buy only with a wide margin of profit.

BOOK ON GRADING AND SHIPPING?

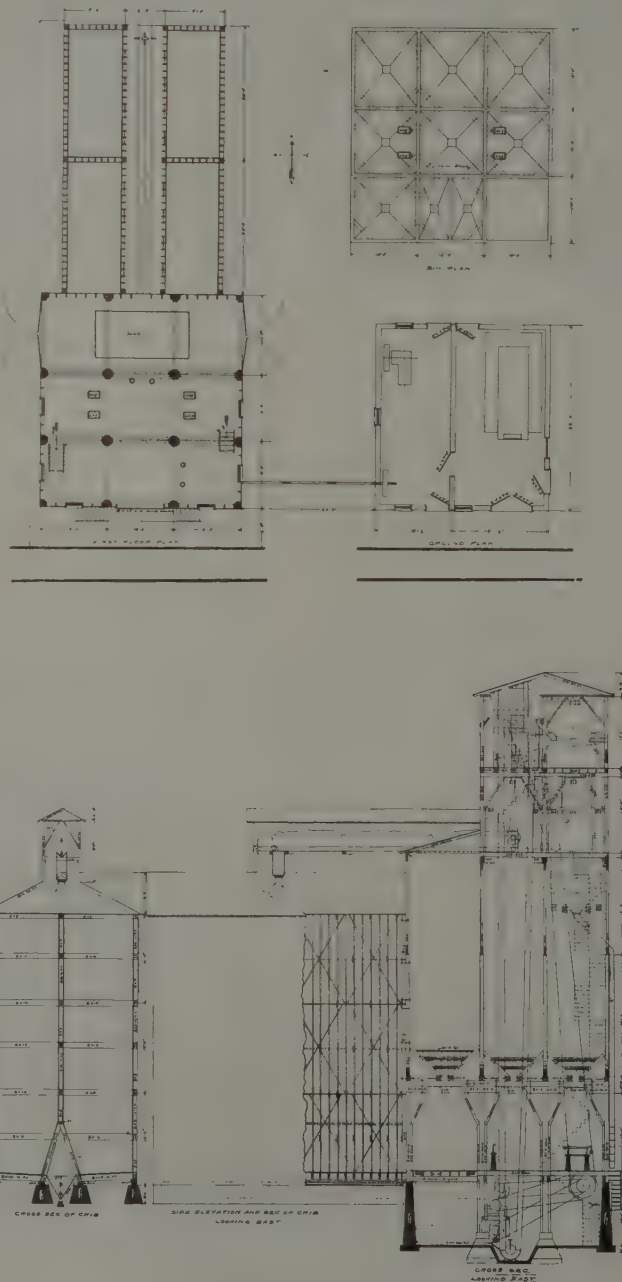
Grain Dealers Journal: Is a book published on the grading and shipping of grain or a book on the grain business in a general way, and what is the price of it? If not, where can I secure a book that will be of some help?—Oral B. Light, Foreman, Ind.

Novel Plan of Country Elevator

The engravings given herewith illustrate a modern country elevator of about 50,000 bus. storage capacity, with power house and crib of novel design.

The elevator building and crib annex are built upon concrete foundations, and walls of the power house are of concrete blocks.

The crib or storage annex is built on entirely new lines. On the side next the elevator it is covered with galvanized imitation weather-boarding, the sheets being nailed to V-shaped strips, which are



about 2 inches wide at the bottom. This gives the air an opportunity to circulate thru the siding and at the same time it keeps out the rain and snow. Inside the studding is covered with crib slats, over which is placed wire netting, so that the crib will hold shelled corn and oats as well as ear corn.

The elevator is 30 x 32 ft. and 80 ft. 10 inches high. The storage annex is 24 x 40 ft. Distant 20 ft. from the elevator is

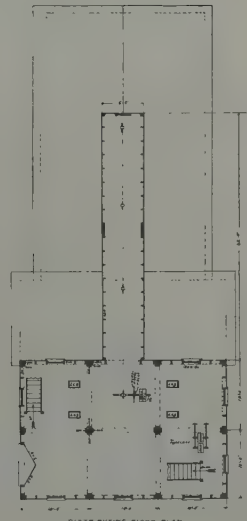
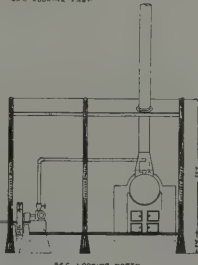
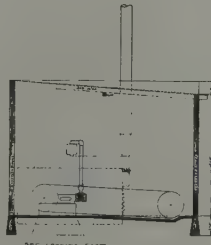
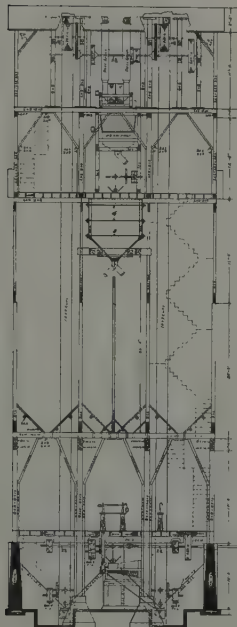
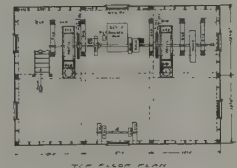
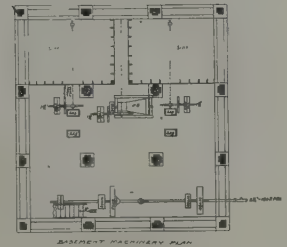
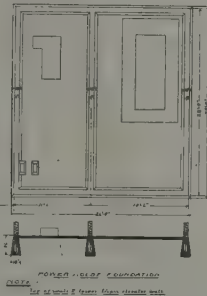
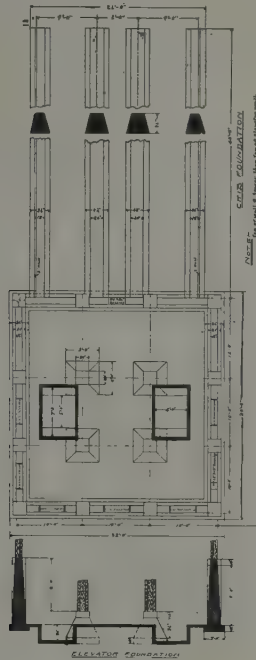
the power house, 26 x 28 ft., with gravel roof, and separated by a partition into engine and boiler rooms. Power is supplied by a 35-h. p. boiler and 30-h. p. engine.

Both of the two elevator legs are equipped with 14x7-inch buckets, and each receiving from chain feeders, making it possible to handle ear corn from both sinks at the same time. Both boots rest in concrete sinks.

In the basement is the sheller receiving corn from the annex by means of a chain feeder which spouts to either leg. In the cupola is also a chain feeder, which conveys the grain from either of the legs to the storage annex. Both legs also discharge either into the cleaner in the cupola or into any bin in the house.

Plans reproduced in the engravings herewith show the elevator, power house and crib foundations, side elevation and section of crib, cross section of crib and elevator, longitudinal section of elevator, 2 sections thru power house, and bin, ground, first floor, top floor and distributing floor plans.

This plant was designed for the Loughry Bros. Milling & Grain Co., Monticello, Ind., by Guy Henderson, of the Kingsland-Kay-Cook Mfg. Co., and it is being erected at Idaville, Ind.



Seeds

The rains have been bad for the timothy seed crop.

The F. C. Graves Seed Co., of Des Moines, Ia., is not paying its bills.

Moore & Simon, seed dealers of Philadelphia, Pa., have removed to new quarters.

Stearns & Greding, Bluffton, O., report good prospects for clover seed; better than last year.

Fairfield, Ia., Sept. 5.—Seed is proving very disappointing in yield, not over half crop.—Geo. D. Henry.

Fulton, Ind., Sept. 6.—Average acreage clover; yield small; quality No. 2 and 3; very little prime.—A. D. Toner.

Francesville, Ind., Sept. 6.—Clover has not been threshed, but indications point to fair crop.—J. W. Whitaker, with Crabbs Reynolds Taylor Co.

Gadsden, Ind., Sept. 6.—Large acreage clover seed; very small yield; good quality. Seed is probably making $1\frac{1}{2}$ bus. to acre, on an average.—John Urry, mgr. Goodrich Bros. Hay & Grain Co.

The Nebraska Seed Co., of Omaha, Neb., will erect a brick warehouse 3 stories high, 66x72 ft., with walls heavy enough to carry additional stories when needed. The building and improvements will cost \$25,000.

A Hamburg, Germany, seed dealer writes C. A. King & Co.: Prospects in Europe are for a fair crop of red clover, much better than last year. Of course nothing definite can be said before October and all will depend on the weather from now on.

"It's a little too early to say anything of a reliable nature on the clover seed situation as yet," said F. W. Annin. "Hulling has just begun in this section, and it will be some time before anything very definite can be learned. The market is quite firm at lower prices than a year ago."—H. D.

No clover seed and no timothy or flax seed were imported into the Philippine Islands during the 8 months prior to March 1 in either 1904 or 1905. The imports of other seeds during these months were 64,832 pounds; compared with 116,207 pounds during the same months of 1903-4, as reported by the War Department.

A first-class crop of clover seed would be a wonderful blessing to the farmers of the entire west, as they would then have an abundance of seed for export and be delivered from the curse of imported clover seed with its adulteration and impurities such as dodder, buckhorn, otherwise known as bracted or lance-leaved plantain. Should we have a full crop this year it would pay every farmer who has seed to buy to get twice as much as he will need for next year's sowing.—Wallace's Farmer.

Jas. A. Everitt, proprietor, has applied for the appointment of a receiver for the incorporated firm, J. A. Everitt, seedsman, Indianapolis, Ind., and the Union Trust Co. has taken charge of the business. Mr. Everitt states that the assets are \$84,000 and the liabilities, \$45,000. Certain creditors whose claims aggregate \$10,000 have pressed him for payment, and prevented the transfer of the business to the recently organized Pure Seed

& Plant Co. Mr. Everitt is at the head of the dollar wheat promoters as the organizer of the American Society of Equity.

Prices continue to fluctuate with the weather. Outcome of the crop still uncertain. Our reports are very irregular, but indicate a total crop larger than the small one of a year ago. Government will make a guess in their September report. Bulls develop in sections where crop looks bad. Bears grow in the favored sections. Most large dealers would like to see the crop start in at a lower range. Premium on cash over October has about disappeared. Figure on the October price in buying. Quality of early arrivals good. Will probably vary more on the later. Exporters still indifferent. Speculation quiet and feeling sensitive. Some shortage. It will be an open question all September.—C. A. King & Co.

The Dominion Dept. of Agri. will run seed grain specials in Alberta, Manitoba and Saskatchewan. Arrangements will be made with the railroads by Geo. H. Clark, seed commissioner of the Dominion Dept. of Agri. Mr. Clark says: We are this year submitting to agricultural societies of Manitoba, Saskatchewan and Alberta a plan to encourage them to provide substantial prizes for fields of standing grain of twenty acres or more, to be judged at an opportune time and from the standpoint of utility for seed purposes. The seed branch will assist them with the expenses of judging the exhibits. The district officers at Winnipeg and Calgary, James Murray, B. S. A., and M. C. McKillican are also co-operating with agricultural societies in organizing spring seed fairs or seed exhibitions.

Wheat Movement at Kansas City.

Kansas City has had a very remarkable run of wheat so far on the new crop, and the grain men are felicitating themselves over the fact that the heavy movement has been handled without any difficulty and with practically no congestion in the railroad yards.

A summary of the receipts and shipments at Kansas City from July 1 to Aug. 26 inclusive, has been prepared by Goffe & Carkener, as follows:

The arrivals inspected in were 12,959 cars, equivalent to 12,570,230 bus. wheat. Distribution included 1,600,000 bus. ground by local mills; 800,000 increase in local stocks of mills; 940,600 increase in store public houses; 2,229,490 thru shipments, shrinkage, cars not unloaded, loaded out and not billed, and 6,668 cars shipped, at 1,050 bus. per car, 7,000,140 bus.

Of the 6,668 cars shipped out 2,137 went to Minneapolis and St. Paul; 2,119 to New York for export (Chicago); 831 to St. Louis and Mississippi River; 551 to Milwaukee and Chicago (flat billed); 361 to middle states; 179 to Wisconsin points; 171 to Philadelphia, Baltimore, etc.; 148 to Illinois points; 141 to Memphis, south and east; 21 to New Orleans, and 9 cars to Galveston.

The American Cereal Co. is said to have acquired the oat meal mills at Waseca, Minn., and Buffalo, N. Y., in addition to the 3 leased at Lockport, Ill., of Norton & Co.; Morris, Ill., of Morris Oatmeal Co., and Rochelle, Ill., of A. Forrest & Co.

Supply Trade

Printers' ink is the best fertilizer for a business man's soil.

The Link Belt Machinery Co. has amended its charter to increase the number of directors from 5 to 7.

B. H. Warren has resigned the presidency of the Allis-Chalmers Co. to head a new engineering and contracting company in New York.

Sprout, Waldron & Co.'s employees held their annual picnic Aug. 24, the company furnishing a special train to a popular resort. About 600 participated.

Advertising is a gear in the machine of a well-regulated store. It cannot sell the goods itself; it only delivers the customer, as it were.—Milford, (Mass.) Journal.

The Richardson Scale Co. has made recent sales of Richardson Automatic Scales to the Hankey Milling Co., of Petoskey, Mich., and the St. Louis Syrup & Preserving Co., of Granite City, Ill.

The Archbold Grain Separator Co. has been incorporated at Archbold, O. The capital stock is \$10,000; and the incorporators are D. F. Bailey, E. E. Hallit, E. A. Murbach, Frank Nofziger and J. P. Flory.

The fame of the Hess Drier has reached Trinidad, West Indies, where A. Fortier has recently installed one for drying corn and cocoa beans. The atmosphere is so damp, corn must be dried occasionally, else it will spoil.

The Olds Gasoline Engine Works of Lansing, Mich., have arranged with the H. L. Keats Co., of Portland, Ore., to sell the Olds Gasoline Engine in Oregon and Washington and carry a large assortment in stock.

The H. W. Caldwell & Son Co., of Chicago, is making an extensive addition to its plant by the erection of a foundry 115x184 ft., the whole equipment corresponding to the melting capacity of 30 tons of iron per day. The company contemplates installing a boring mill large enough to turn wheels of 20 ft. diameter and 8 ft. face.

The Dodge Mfg. Co., of Mishawaka, Ind., has issued a new catalog, C 7, illustrating and describing its complete line of power transmission machinery. In addition to price list and dimensions of Dodge appliances this 400-page book contains many tables giving instructions for laying out shafting, rules for horse power, strength and weight of material.

The Hess Warming & Ventilating Co., of Chicago, Ill., has been awarded the contract to erect a No. 10 Hess Drier and Cooler at Locust Point Baltimore, Md., for the Baltimore & Ohio Railroad. The machine will have a daily capacity of about 50,000 bus., and will be similar in construction to the largest drying plant in New Orleans, owned by the Illinois Central Railroad. The construction of this drier is the outcome of the appointment of a special committee of the Baltimore Chamber of Commerce, consisting of Geo. S. Jackson, John W. Snyder and Robt. Ramsay, who visited New Orleans and after a thorough study of the grain drying system there, made a report rec-

commending the installation of driers at Baltimore to keep the facilities of the port equal to the best. The suggestions were favorably received by Geo. F. Randolph, first vice-pres. of the B. & O. The Chamber of Commerce will confer with the officials of the Pennsylvania Railroad with a view to inducing that company to install similar driers in the elevators at Canton.

The Kingsland-Kay-Cook Mfg. Co., of St. Louis, Mo., has established an office at 401 Monadnock bldg., Chicago, Ill., in charge of Norman W. Chamberlin, who will look after the company's rapidly growing trade in Chicago and vicinity. Mr. Chamberlin is experienced in elevating, conveying and power transmission machinery, having grown up in the business.

No reputable trade paper will sell its influence or attempt to secure business as a hush bribe, yet the "Milling and Grain News," of Omaha, recently sent a letter to several mill mutual fire insurance companies, from which we take the following:

"Gentlemen:—

"Tom Lawsonism seems to have infected the millers, and several appeals have been made to us to agitate, in the columns of our paper, the question of demanding that the mutual companies make a more concise showing of their funds. You perhaps know that this question was brought up in Chicago last week, and while we have extreme confidence in your

methods, still we feel that we will have no excuse to keep from agitating this question if we are not recipients of your advertising patronage.

"We believe if this matter is not agitated and allowed to blow over that it will save you a great deal of annoyance."

New Fireproof Grain Store House at Montreal, Quebec.

The malting companies of this country and Canada seem to recognize more readily and value more highly the advantage of having a plant on which they can get the minimum rate of insurance and the minimum probability of having their business interfered with thru the burning of their plant than do terminal elctr. men.

The latest company to fortify itself with a fireproof plant is the Canada Malting Co., of Montreal, whose new plant in St. Henri, near Montreal, is illustrated herewith. The elctr. consists of a brick and steel working house with a brick car shed and 11 fireproof tile grain storage tanks. The brick working house is 24 x 24 ft. The brick shed is 16 x 40 ft. The tanks are 24 ft. outside diameter and 90 ft. high. The working house contains the elctr. scales, barley and malt cleaners. Power is taken from the central power plant, which provides power for the malt house as well as the elctr. The storage capacity of the 11 tanks is 375,000 bushels.

The tank foundations are all concrete.

Owing to the conditions, the site being near the Lachine canal or river bed, an extra depth of excavation was required, and to make the foundations secure a mattress of reinforced concrete was placed over the whole surface and the elevator walls built upon this, all of concrete.

The tank walls are constructed of special patented semi-porous hollow tile made to conform to the circle of the wall, and special channel tile are used in which the reinforcing steel bands are embedded in concrete, so that there is no exposed surface of steel in any part of the grain storage portion of the structure.

The spaces between the circular tanks are used for storage as well, and all these spaces and the tanks have hoppers bottoms, so that they are self-cleaning. The belt conveyors in the basement discharge into the elevators, so that grain can be taken from cars or from tanks, elevated, weighed and placed in any of the tanks as desired, by use of belt conveyors in the cupola of structure.

The plant was designed and erected by the Barnett & Record Co.

Corn without cob has been grown at Mt. Vernon, Ill., by Clark Zanes, who obtained the seed from the Dept. of Agri. at Washington. It is known as the Egyptian hooded corn. The tassel and the silk grow from the top of the stalk and the kernels grow from the end of the silk.



Canada Malting Co.'s Plant at Montreal, Quebec.

Elevator Boots—VIII.

AN IDEAL.

BY R. M. PIERCE.

In my second article I showed by illustration the causes of chokes in the ordinary boot. That they must of necessity choke, if grain is fed to them in sufficient quantity, and that a choke can only be prevented by an attendant carefully regulating a small, slow feed into large cups. Even then, as quoted from one writer, who says, "A leg has choked in my elevator with a man on watch, with his hand on the feed lever, and nothing to do but keep it from choking." In an ordinary constructed boot, a choke must of necessity occur, even though cups and belt of double the size necessary for elevating purposes be provided.

I will now attempt to show how a boot may be designed and used so as to make a choke impossible, providing, of course, foreign substances do not get into it. It has been shown heretofore that such things as plow shares, crow bars and the like do occasionally get into the boot, but that is not the fault of the boot. A grating or a similar device at the proper place will prevent the admission of other than grain, or such small substances as will not interfere with the proper working of the cups.

The natural movement of grain in entering a boot can perhaps be better understood if the principle of such movement is first illustrated.

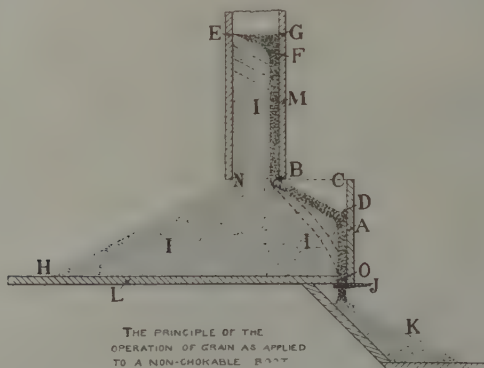


Fig. 4.

In Fig. 4, M is a vertical discharge spout, its lower end terminating some distance above the floor L. Let us pour grain through the spout M. This grain when first falling through the spout onto the floor will assume the form of a cone. The apex of the cone will rise and the base spread as the grain descends, but the angle of the sides of the cone will remain the same throughout its growth. Finally the apex of the cone rises to the spout and chokes the discharge opening thereof, stopping the flow therefrom. The angle of the sides of the cone thus formed is the "angle of repose," and this angle is practically constant for all grains in marketable condition.

The lines H N, E G and B D represent the surface lines of the grain I when at rest. A, the barrier against which a portion of the grain is pressed; J, a gate for removing the grain, and K a quantity of grain after removal.

Suppose the gate J is opened sufficiently only to start the grain moving. Simultaneously the angle B D becomes disturbed, and a column along the line G B lowers, and issues at B, to restore this

angle and the angle E F at the top of the grain in spout M is formed. If any more grain is drawn off, the latter angle E F, being disturbed, will settle down (as shown by dotted lines), but the angle itself will not be much changed. The angle B D will assume the shape of the two heavy dotted lines below it.

Suppose the gate J is shut, the angle B D restored, and the grain is at rest again. If a quantity of the grain is taken from the pile K in the lower reservoir sufficient to fill the space B D C in front of the barrier A, it is evident that the quantity so placed must be redrawn by the gate J before the angle B D will be disturbed or any grain can issue from the upper spout M. This replacing and redrawing can be continually repeated, and yet no grain will issue at the point B until the moment a sufficient quantity is removed to disturb the angle B D.

It will be seen therefore that if this principle is applied to an elevator boot, by removing the gate J and having a barrier A in front of the cups, extending above the issuing grain (with an open passage underneath it, *without gate*), and holding the grain back in the feed spout M, allowing it to issue only so fast as it is actually taken away from below, the cups cannot possibly choke. For the moment the ascending overflowing cups will rise to the upper line of the barrier A, all surplus grain is spilled over the barrier onto the line of repose B D, and must again be drawn away before any can issue at B. Therefore, the amount of grain

that can possibly issue at B is automatically regulated by the amount actually taken away and elevated by the cups, leaving no possible place for it to accumulate into a choke.

Provision is also made in boots of this construction, for conveying to the front of the barrier any dropping kernels of grain from the ascending cups assisting to that extent the processes above described.

The ascending cups not only cannot choke, but each of them must completely fill with grain to overflowing as long as there is any grain to flow from the spout M. Consequently, cups, belt and boot of one-half the usual size will be sufficient. The operation being automatic, no attention is necessary and less power will be consumed, as lighter machinery and less speed is required.

This, I believe, answers every complaint, meets every objection and removes every difficulty incident to the ordinary process when using the ordinary boot. It makes absolutely perfect the whole operation of elevating grain, so far as the lower end of the leg is concerned, by using boots of the construction above described.

Receipts of Wheat and Corn at primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Sept. 11 have been 49,298,000 bus., compared with 43,734,000 bus. for the corresponding period of the preceding year.

Corn receipts for the present crop year prior to Sept. 11 have been 34,562,000 bus., compared with 28,268,000 bus. for the corresponding period, a year ago.

In cleaning out an old desk John Reymershoffer, of the Texas Rice Mills, Galveston, discovered several sacks of wheat samples securely tied and tagged, and one of them fourteen years of age and the other nine years of age. All were in excellent condition, the wheat being free from vermin, clean and sweet. In each sack was a small piece of cedar lead pencil, and Mr. Reymershoffer says he believes the scent of the wood kept all weevils out. Thus the idea of keeping vermin out of grain by the use of cedar bins or properly distributed pieces of cedar wood in the bin suggested itself.

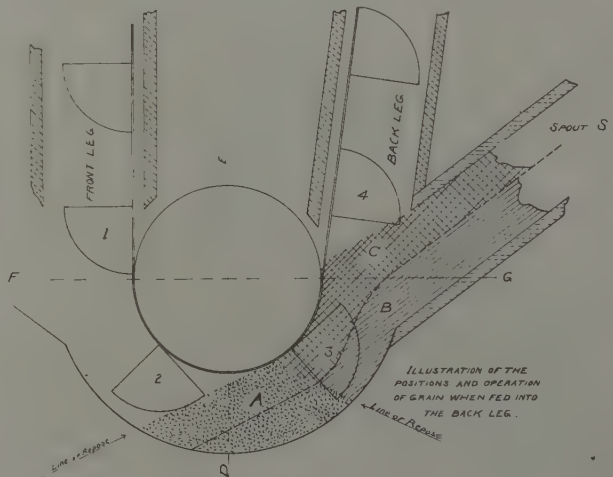


Fig. 3.

The Grain Business of Western Canada.

The Northwest Grain Dealers Ass'n, which has headquarters at Winnipeg, has been particularly fortunate in the selection of able men to look after its affairs. Then, too, most of the line eltr. companies have their head offices in the Winnipeg Grain Exchange, so that it is a comparatively easy matter to consult with a large percentage of the members and maintain harmonious relations.

Immediately following the annual gathering of the members a meeting of the directors was held, and W. W. McMillen, of the Dominion Eltr. Co., was elected Pres.; S. P. Clark, of the Northern Elv. Co., V.-P., and Frank O. Fowler, who has served the ass'n well for two years, was re-elected to the Secretaryship.

speculators, but is gradually being put under cultivation and next year a larger acreage than ever will be sown to small grain. It is estimated that Western Canada will have an average yield of 21 to 22 bushels of wheat per acre, notwithstanding the destruction of an unusually large acreage by hail.

Among the grain dealers on the train were the following: W. W. McMillen, F. O. Fowler, E. J. Barclay, Alex Reid, Bruce McBean, C. A. Young, D. Morrison, S. Scott, J. J. McHugh, J. C. Gage, Geo. Ruttan, A. D. Chisholm, Rollin E. Smith, H. H. Hatchard, R. C. Osborne, W. Martin, S. P. Clark, W. H. McWilliams, Geo. Crowe, F. H. Jakeway, David Horn, H. D. Gee, A. R. Hargroft, G. F. Piper, Jas. Cargill.

J. R. C. Honeyman, Department Commissioner of Agri. Northwestern Territories, Regina, and A. McKay, Supt. of

the Experimental Farm at Indian Head, also accompanied the train.

At Brandon a visit was made to the Experimental Farm, and likewise at Indian Head. The results attained in the cultivation of grain at both farms was surprising.

In most sections of the country shade trees are very scarce, and in fact one could travel many miles without seeing a single tree. As the country becomes older and more settlers come in, the shade trees will be supplied.

Evidences of the remarkable rise of the colonists are to be found on every hand. On some farms would be found, side by side, in perfect preservation, a sod house, a weather-boarded shack and a stone mansion. The weather boarding of the wood house was still almost free from weather stains and the sod house in perfect condition, yet the settler had become so prosperous as to build a fine house, hewn out of prairie boulders. In many places last year's house is being used for a barn. Not only have some settlers been able to pay for their land with the first year's crop, but also had sufficient funds to build a good home and in some cases a large barn. Evidences of their prosperity are apparent on every hand.

The number of elevators at the stations along the C. P. R. might also be taken as impressive evidence of the remarkable prosperity of the settlers. Poor indeed was the station which did not have four elevators, and the number ranged up to 11, which are to be found on the same side of the track at Indian Head. Many stations have 4, 5 and 6. Some of the eltrs. are old, and in a few, operated by the milling companies, horse power is still used. However, most of the eltrs. being built this season are square houses, built high enuf so that grain will have a good fall, and all are being covered with galvanized iron. The windows of many of the eltrs. are provided with tight wood shutters, so that the windows cannot be broken or access be obtained to the eltr.



The Only Elevator at Estevan, Sask., Showing Doors for Protecting Windows.

On the morning following the annual meeting of the Ass'n, namely Aug. 19, about 50 of the members of the Ass'n and their friends took a special train of cars at the handsome new station of the C. P. R. in Winnipeg and started south on a 7-days inspection of the wheat fields of what is now Manitoba and Saskatchewan. Assiniboia is no more, having been partitioned between Alberta and Saskatchewan. For seven days this special train of the Grain Dealers Ass'n was hurried to and fro across the country thru the best wheat-growing sections of Manitoba and Saskatchewan. The wonderful stand and long heads of wheat were equaled only by the splendid stand of oats, and the more the dealers traveled the more firmly were they convinced that the provinces would have by far the largest crop ever harvested of both grains. Most of the oats, however, is fed in the country, no corn being grown and comparatively little flax, rye or barley. The yield of wheat was estimated by different dealers on the special train at 15 to 35 bushels to the acre. At some stations claims of 30 to 50 bushels were made, but it seems that some of the best fields were far from the tracks.

No doubt Western Canada had a much larger acreage planted to wheat this year than was reported by the government, as the colonists have been opening up new territory very rapidly. Much of the land along the railroads has been held by



Secy. F. O. Fowler; Pres. W. W. McMillan; Vice-Pres. S. P. Clark.

by either bird or boy. As a rule the country eltrs. contain two or three legs, a grain cleaner and hopper scale. Gasoline engines are now being used almost exclusive of any other power. Wagon scales are seldom used. The eltrs. are cribbed houses, in some cases 2 x 6 being used up to about 15 feet, the balance of the way 2 x 4's.

Illustrated herewith is a house being erected by the Western Elev. Co. at Osage, Sask. This house is 30 x 32 feet, 40 feet high and has a capacity of 25,000 bushels. In this house 2 x 4 cribbing is used all the way up. Note the high passageway on the working floor. Some of the old eltrs. show marked evidences of having been remodeled or overhauled.

Only one steel eltr. was found on the entire trip, that of Major Bell at Indian Head. It is in reality a group of steel circular bins with a leg in the center. A sweep horse-power immediately in front of the driveway forces a suspension of receiving while grain is being elevated. However, inasmuch as the track along this eltr. is being taken up it will amount to little more than a steel monument to Major Bell's folly.

Fully 80 per cent of the eltrs. of Western Canada are operated by line companies, and most of these companies have their head office in Winnipeg. The balance of the houses are operated by farmers, co-operative companies and independent dealers. The crops are moved very quickly after harvest. Few farmers having facilities for storing, they find it necessary to haul grain from the thresher to the eltr., hence the eltrs. are closed much of the time, most of them remaining open only three to six months a year. Beginning with Sept. 15th buyers who have been engaged in other lines of work during the year will start to work in the eltr. and the movement of the new crop will be on in earnest.

At every station is a loading platform, one of which is illustrated herewith. This is required by law as a convenience for farmers who are not disposed to sell their grain to the local elevator man. The law works a great injustice both to the railroad company and to the farmers who are not disposed to load their grain into cars, in that carriers are required to distribute cars among applicants, not accord-

ing to their needs or wants, but according as they apply, 1 car to each applicant.

It is a common practice with elevator men to clean the farmers' wheat before weighing it and to give him all refuse

Winnipeg Friday evening, Aug. 25, with a load of weary travelers, all much elated by the large crop they knew to be assured.

After reaching Winnipeg Secy. Fowler



Fig. 1. Loading Platform at Halbrite, Sask.

Fig. 3. Three Elevators at Holmfeld, Man.

Fig. 2. Four Elevators at Pipestone, Sask.

Fig. 4. Four Elevators at Esterhazy, Sask. A Town 18 Months Old.

from his own grain, which is oftentimes taken back to the farm and fed.

In every eltr. is posted an extract from the Noxious Weed Law, as follows: "Any person selling or otherwise disposing of any cleanings or other refuse containing seed of noxious weeds from any eltr. or mill without first destroying the germinating qualities of such seed of noxious weeds shall be liable to a penalty of not less than \$25 nor more than \$100."

The provision seems to be a most excellent one, and no doubt will assist in reducing the common crop of weeds.

The grain dealers' special returned to

said: "Never before has the wheat yielded so bountiful a harvest. The vast plains are clothed with wheat, clean, bright and well filled."

"There were fifty-one grain men and bankers from both Canada and the United States that took the trip. In all we traveled 2,135 miles through the very heart of the wheat belt, so that we had a fair chance to form some idea of the yield that will be forthcoming. On the train each of us made an estimate of the total amount of the yield for the west, the average being 90,285,000 bushels. This was arrived at after a careful ex-



Elevator at Osage, Sask, In Course of Construction.



Old Time remodeled Elevator at Morden, Man.

amination of the prevalent condition by fully half a hundred men who know something about grain.

"The trip lasted just seven days, and during that time we visited Napinka, Estevan, Moosejaw, Regina, Souris, Brandon, thence up the main line to Kirkella, and out to Lipton, then back to the main line of the C. P. R. again along to Regina, and out to Saskatoon, changing to the line of the C. N. R. at Warman junction. We spent some time in the Battleford district, after which we came down the main line of the C. N. R. to Winni-

Indefinite Inspection Terms.

By TRAVELER.

What the Journal says about explanatory foot-notes being provided to make clear the meaning of the indefinite terms commonly used in inspection rules calls to the writer's mind an attempt upon the part of one of the leading commission houses of the west to do this very thing for their customers. They had printed and sent out broadcast large manilla sheets upon which were printed the in-

and dry," etc. One traveling through the country would find these sheets tacked up in nearly all of the elevator offices of the territory in which the firm operated, and dealers often referred to them. For some reason the printing and distribution of these sheets was stopped nearly a decade ago, and it seems a pity. Perhaps some progressive commission house will be inclined to take up with the same idea now. It would certainly find the placards a profitable advertisement, if the information they contained proved to be based upon good judgment. Of course, it is impossible to tell just what interpretation the inspectors themselves will place upon these terms, and their views change a good deal from year to year, but the experience of any prominent receiver is worth while communicating to shippers, particularly if the results of it are incorporated in printed matter sent out at suitable intervals.

Southern cotton planters are wearing buttons on which is inscribed this legend, "We Will Bust Wall Street." A few years hence, Wall street will be buying these buttons as souvenirs of a promised event that didn't materialize.—*Toledo Blade*.

Greece contemplates taxing imports of wheat $5\frac{1}{2}$ cents per bu., thereby to increase the revenue or encourage the growing of wheat in Thessaly. It is believed the wheat duty bill as presented by Mr. Rhally, will become a law in spite of the opposition of the wheat merchants of Piraeus. It is also proposed to increase the duty on rice.

Minnesota and Dakotas have about 200,000,000 bushels, against 155,000,000 a year ago. Farmers there lean more upon their wheat crops and are not as wealthy as their winter wheat brethren. There will be a rush for a while, regardless of the price, soon as weather permits. Invisible holes will absorb some. August receipts in Northwest were nearly all old except the Kansas hard which Minneapolis millers imported. They were trifle larger than last August. September always shows a large increase, but October is the big month. Speculators generally discount the big receipts before they reach the maximum. They may this season.—C. A. King & Co.



Major Bell's Steel Elevator at Indian Head, Sask.

peg. We traveled only in the day time, sleeping at divisional points at night, thus having a chance to see all there was.

"The oat crop was a marvel to us all, both from the point of its quality and the extent of acreage sown. It will average forty-five to fifty bushels to the acre.

"We saw slight trace of black rust, but the wheat was too far advanced for it to prove at all injurious. In some parts a little of the grain was lying down, but for the most part it was clean and strong."

The investigation by the federal grand jury into the leakage of the cotton crop reports was resumed by Aug. 15. District Attorney Beach expects to conclude the examination of witnesses in a short time, notwithstanding the absence of Mr. Hyde and the refusal of Messrs. Peckham and Haas to testify.

The corn cellulose factory of the Marsden Co., at Owensboro, Ky., was sold Aug. 12 to the American Milling Co. for \$313,703. Gullible investors who took stock in the Marsden Co. have learned that the demand for corn pith as a filling for warships is not large enuf to justify the construction of extensive plants for the manufacture of cellulose in different parts of the country. The new owners are devoting the plant to the grinding of cow feed, a more prosaic and profitable industry.

spection rules pertaining to the market at which their principal office was located, and to each of the rules was appended a note giving the interpretation which their own experience had placed upon the terms "reasonably clean, reasonably sound



Eleven Elevators at Indian Head, Sask.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Cuninghams Commission Co. has let the contract to Fred Friedline for the erection of a 60 x 144 ft. iron-clad warehouse.

Jonesboro, Ark.—The Southern Feed & Commission Co. has been organized with \$10,000 capital. The officers are: H. Pewett, pres.; H. W. Graham, vice-pres.; W. G. Thomason, secy., and W. E. Talbot, treas.

Little Rock, Ark.—The Brooks-Rauch Mill & Eltr. Co. incorporated, \$30,000 capital stock, to build, own and operate flour, corn and cereal mills, and buy and sell grain, hay and provisions. Incorporators, R. T. Brooks, M. Brooks and Alex. J. Rauch.

Little Rock, Ark.—Since the organization of the grain dealers under the rules of the Board of Trade two years ago the business has been conducted on a very high plane. Troubles now are promptly adjusted, and the different firms are working harmoniously together for the best interests of themselves and of the Little Rock market. Among the leaders in the grain trade are T. H. Bunch, Rauch-Darragh Grain Co., Daniels Grain Co., Cuninghams Commission Co., Harry K. Cochran, J. M. Townes, Geo. Niemeyer, Gossell & Reaves, Blakeslee-Wooten Co., S. P. Davis, Collins-Bowman Co., Hayes-Shofner Grain Co., and the E. L. Rodgers Grain Co.

CALIFORNIA.

San Francisco, Cal.—Jacob Eppinger, who is charged with fraud in the issuance of warehouse receipts, is lying at the point of death.

CANADA.

Austin, Man.—Avery & Campbell have succeeded Rogers Bros.

Wolseley, Assa.—Senator Perley is building a 25,000-bu. eltr.

Grandview, Man.—Morton & Pearson are building a 28,000-bu. eltr.

Calgary, Alta.—The Calgary Milling Co. will build a 150,000-bu. eltr.

High Bluff, Man.—A. Forsythe & Co. have succeeded G. B. Murphy & Co.

Davidson, Sask.—The Wells Land & Cattle Co. is building a 30,000-bu. eltr.

Winnipeg, Man.—Geo. Rutan has been elected a member of the Winnipeg Grain Exchange.

Somerset, Man.—The eltr. for the Western Canada Flour Mills Co. has been completed.

Rapid City, Man.—Local merchants contemplate building another eltr. to improve the grain market.

Thornhill, Man.—Mr. Stewart will have charge of the eltr. for the Ogilvie Milling Co. this season.

Carberry, Man.—Weller & Laurie, of this place, are building an eltr. on a siding near here on the C. P. R.

Pincher Creek, Alta.—The Alberta Grain Co., Ltd., of Strathcona, will build a 40,000-bu. eltr. at this point. The company will build also at Camrose as soon as the railroad reaches that point.

Kelida, Man.—The Canadian Pacific has been built into this place, and the Farmers Eltr. Co. has let the contract for an eltr.

Winnipeg, Man.—The first car of new wheat of the 1905 crop was received Aug. 22 by G. B. Murphy from Rogers Bros., of McGregor.

Winnipeg, Man.—Jas. Gershaw, assistant to Chief Grain Inspector David Horne, was found dead Aug. 22. He had taken carbolic acid.

Winnipeg, Man.—Parrish & Lindsay are presenting their friends with a lead pencil in a point-protecting holder bearing their firm name.

Prince Albert, Sask.—The milling plant of Jos. Kidd burned Aug. 20. Loss, \$25,000; insurance, \$10,000 on building and \$5,000 on contents.

Prescott, Ont.—To handle the great rush of grain to the seaboard the old eltr. at Prescott, which has been closed since 1895, is to be reopened.

Hamiota, Man.—Basler & Neelands are putting in stone foundations under their 2 eltrs. They contemplate building an unloading platform at each eltr.

Dominion City, Man.—The International Eltr. Co. has leased A. L. Waddell's eltr., and McLaughlin & Ellis have leased the Farmers Eltr. Co.'s house.

Edmonton, Alta.—The W. B. Marshall Co. contemplates building a flax mill. The company will also extract the oil, and manufacture binder twine from the straw.

Goderich, Ont.—The Goderich Eltr. Co. has arranged with a builder of Minneapolis to erect the contemplated steel and cement grain eltr. of 500,000 bus. capacity.

Winnipeg, Man.—Randall, Gee & Mitchell, of Minneapolis and Duluth, have opened an office in the Henderson block to transact a cash grain commission business.

St. Boniface, Man.—The Western Canada Flour Mills Co. has purchased 34 acres located near the intersection of the C. P. and C. N. Rys. for a site for its milling plant.

Gretna, Man.—A. Coblenz and H. Ritz have secured one of the flax warehouses at this point and the Northern Eltr. at Altona, and contemplate buying grain this season.

Morris, Man.—F. M. Bell, banker, has taken possession of the independent eltr. here and is overhauling and substituting gasoline for horse power, preparatory to handling the new crop.

Winnipeg, Man.—The Western Canada Flour Mills Co., Ltd., is building additional eltrs. at Neelin, Radison, Aberdeen, Vonda, Watson, Ashville and Grand View and other points in Manitoba and Sask.

Portage la Prairie, Man.—The Metcalfe Milling Co., Ltd., incorporated, \$100,000 capital stock, to acquire the business now carried on by T. H. and E. Metcalfe, millers. Incorporators, Thos. H. Metcalfe, Chas. Metcalfe and Jas. Will, of Portage la Prairie, and G. A. and T. L. Metcalfe, of Winnipeg.

Souris, Man.—The smokestack of the eltr. of the Souris Farmers Eltr. Co. was blown down Aug. 28, during a wind storm.

Rathwell, Man.—The Rathwell Farmers Milling Co. incorporated, \$20,000 capital stock, to operate a milling plant at Rathwell. Incorporators, Arthur Shepherd, Walter A. Turnbull, Pierre A. Rose and others.

Winnipeg, Man.—The Dept. of Agri. has given notice that the noxious weeds act will be rigidly enforced, and has cautioned eltr. companies against continuing the practice of selling grain screenings for feed purposes.

Winnipeg, Man.—The Piper-Johnson Grain Co. has opened a grain commission office in the Grain Exchange. Ernest A. Parker, formerly local mgr. for the Edwards-Wood Co., has accepted a position with the company.

Winnipeg, Man.—The Colonial Eltr. Co. and Andrews & Gage Grain Co. have consolidated as the International Eltr. Co. This will give the new company 40 country eltrs. and a 100,000-bu. clearing eltr. at St. Boniface.

Winter wheat and other cereals will be exhibited at the Toronto exhibition by the Edmonton and Calgary districts of Alberta, which has been furnished with a baggage car by the Canadian Pacific in which to make the display.

Winnipeg, Man.—The Northern Eltr. Co., Ltd., is building a 30,000-bu. eltr. at Rosburn, Man., on the C. N. R., also at Creelman, Assa., on the Arcola Branch of the C. P. R. This gives the company a line of 150 country eltrs.

The Territorial Grain Growers Ass'n has asked for an amendment to the grain act permitting adjourned meetings of the Grain Standards Board in case of lateness of harvest, to select further commercial samples and grades.

Winnipeg, Man.—The Export Eltr. Co. is building 30,000-bu. eltrs. at Rosburn, Man., on the C. N. R., and at Strassburg, Earl Grey and Southey, Sask., on the C. P. R. This gives the company a line of 27 eltrs. with a capacity of 750,000 bus.

Winnipeg, Man.—The International Eltr. Co. is composed of the Andrews & Gage Grain Co. and the Colonial Eltr. Co., and its officers are J. D. McMillan, pres.; John C. Gage, vice-pres.; T. H. Hatchard, secy.-mgr.; H. G. Gage, supt., and R. C. Osborne, treas.

Winnipeg, Man.—A second car of hard Kansas turkey red winter wheat was recently shipped over the Canadian Northern Railway to the Swan River district for seeding. It is said a yield of 50 bus. per acre of wheat weighing 64 pounds to the bu. has been obtained in that district.

Winnipeg, Man.—If you wish your business announcements to reach the farmers of Western Canada use space in the Farmers' Advocate. If you wish to reach the regular grain dealers of that district use space in the Grain Dealers Journal, of Chicago. Each publication strives to help those in whose interest it is published.

Winnipeg, Man.—A large map of the grain belt of Manitoba, Assiniboia, Alberta and Saskatchewan, on a scale of 6 miles to the inch, showing eltrs. and grist mills, their capacity and by whom controlled, has been published by Bulman Bros. The map is up to date, and gives the proposed route of the Grand Trunk Pacific Railway as well as the Canadian Pacific and Canadian Northern Railways. Price, \$5, mounted.

Winnipeg, Man.—The price of memberships in the Grain Exchange has been advanced from \$1,500 to \$2,500, at a meeting of the Exchange.

Winnipeg, Man.—The Canadian Eltr. Co. is building eltrs. at Craik, Gervin, Davidson, Dundurn and Hanley, Sask. The eltrs. at Gervin and Davidson will have a 25,000-bu. capacity.

Macleod, Alta.—The Western Milling Co., of Calgary, will build a 50,000-bu. eltr. at this point as soon as the railroad reaches the town. A 20,000-bu. eltr. has been completed at the station near Macleod, and Wm. Carson, formerly mgr. of the Calgary Milling Co., is in charge. Geo. Skelding will buy grain for the company at this point.

Red Deer, Alta.—Hall & McNabb, of Lumsden, have secured a free site and a loan of \$10,000, with exemption from taxes for 10 years, from Red Deer, and will build a 40,000-bu. eltr. and 100-barrel mill, the plant to cost \$40,000. The company has secured temporary storage and will commence buying grain as soon as the building is commenced. H. H. Hall will have charge of the plant.

Pincher Creek, Alta.—A pamphlet issued by the Canadian Pacific Railway gives interesting information on the growing of winter wheat in Alberta. The winter wheat area harvested in 1902 by 12 farmers was 624 acres; in 1903, 1,456 acres; in 1904, 3,570 acres; while this year one farmer alone, Mr. Dobbie, at Pincher Creek, has 1,100 acres, which is expected to thresh 35 bus. to the acre.

Winnipeg, Man.—Alex McDonald has accepted a position as district mgr. for A. J. Cummings, of Minneapolis and St. Paul, with offices at Winnipeg, Portage la Prairie, Carberry, Brandon and Neepawa. He has also completed arrangements with the C. P. Ry. for a private wire to Deloraine from Winnipeg by the way of Souris, and will open offices at Souris, Deloraine, Carman, Hartney and possibly other points.

Winnipeg, Man.—Considerable new wheat country will be tapped by the Canadian Northern over the lines just completed, the Wakopa extension, Rossburn extension, the Brandon short line, the Prince Albert line, and the extension from Hartney to Virden, providing the company receives permission to cross the Canadian Pacific at Hartney in time. The Edmonton line will also be available for grain traffic as far west as Vermillion.

Winnipeg, Man.—The grain inspected during the 12 months prior to Sept. 1 amounted to 37,892 cars of wheat, 1,824 cars of oats, 390 cars of barley, 288 cars of flax and 2 cars of speltz; compared with 38,473 cars of wheat, 1,129 cars of oats, 161 cars of barley, 536 cars of flax and 2 cars of speltz for the same months of 1903-4, and 51,833 cars of wheat, 2,036 cars of oats, 471 cars of barley, 655 cars of flax and 10 cars of speltz for the corresponding months of 1902-3, as reported by D. Horn, chief grain inspector.

Winnipeg, Man.—The Dowd Milling Co., Ltd., is building eltrs. at Fillmore, Tyvan, Craik, Dundurn and Earl Grey, Sask. Each is 34 ft. square and 54 of cribbing and covered with galvanized iron. The company has bot A. Laycock's eltr. at Foxwarren, Man., and will probably buy others to be operated in connection with its eltrs. at Goodlands, Clearwater, Purvis and Manitou, Man. The company has flour mills at Pakenham, Ont., and Guyon, Que. Head office at

Ottawa. Branch offices, Winnipeg, Montreal and Quebec.

Toronto, Ont.—At the annual meeting of the Dominion Millers Ass'n, Aug. 31, an interesting report was read by the central wheat buyer, who has saved the millers $\frac{1}{4}$ to $2\frac{1}{2}$ cents per bu. on nearly 1,000 cars during the past year. The office earned over \$9,000 in commissions, and after paying \$1,000 as rebates to members, has a surplus of over \$15,000. Pres. Hedley Shaw reported that the railroads had suggested that millers instruct shippers to put a clause on the bill of lading, "Permission is given to examine this grain at destination without surrender of the original B-L."

The Dominion Government, upon petition of the Manitoba and Territorial Grain Growers Ass'n, has decided to appoint an agent who will be stationed at Winnipeg to act for shippers of grain of their own production. In other words, growers who desire to have the advice and service of this agent will be able to obtain it. It would seem that the commission men were the ones to render this service. They have devoted their lives to the business and understand it from A to Z. They are also able judges of grain and know the ins and outs of the trade. The grower will profit much more by the advice and assistance of the commission men than of government agent.

Winnipeg, Man.—The Grain Exchange has adopted the following amendments to by-law 19: Sec. 1—The following rates of commission being just and reasonable, are hereby established as the minimum charges for receiving and selling and accounting for on arrival, to arrive or for some future month's delivery: One cent per bushel commission shall be charged on wheat, barley, oats and flax for future delivery, buying and selling grain, $\frac{1}{8}$ ¢ per bushel; and where delivery is made for sale, one cent per bushel additional is to be charged, and when delivery is taken for purchasers, one-half cent per bushel additional is to be charged. Sec. 2—To members of the Exchange, one-half the above rates of commission shall be charged.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,000.

A corn festival, to be held in October, is contemplated by the Chicago Commercial Ass'n.

D. A. Colbert has opened an office at 253 La Salle street and will do a brokerage business. He was formerly with Walter Comstock.

Furness, Hatley & Co. have succeeded Geddes & Hatley. John Geddes has retired from the firm and will devote his time to his Winnipeg interests.

Harry L. Winters has sold his membership in the Board of Trade. He expects to remove soon to Los Angeles, where he will engage in another line of business.

Alleged "insurance" methods of legalizing puts and calls will not bear the crucial test of the law. The law looks at the substance of a contract, and brushes aside verbiage purporting the contract to be one of insurance.

L. R. Fyfe and L. H. Manson have been indefinitely suspended from the Board of Trade at the request of Henry Hemmelgarn, on account of failure to pay his claim. A sufficient number of the

creditors of the firm of Fyfe, Manson & Co., to make the plan effective, have accepted the offer of 25 per cent, 20 per cent cash, balance in time.

Chas. W. Andrews, who is engaged in the livery business, has been appointed registrar of the state grain inspection dept. and will draw a salary of \$2,000. Mr. Andrews has held several political offices, and for 12 years was employed by the Board of Trade.

The amendment to the rules of the Board of Trade punishing with suspension or expulsion any member who receives margins from a customer or makes a contract with another member knowing himself to be insolvent, was adopted by the Board of Trade Aug. 30.

Large steamers that cannot enter the Chicago River often load grain in the Calumet River at an eighth of a cent less than the Chicago River rate. Shippers on the Chicago River, however, insist that they are entitled to as low rates as the proprietors of eltrs. on the Calumet.

Amanda E. Stichtenoth charges Knight, Donnelly & Co. with conspiracy to prevent a levy on their indebtedness of \$32,629 to Sidmon McHie to satisfy her judgment for several thousand dollars against the Central Grain & Stock Exchange bucketshop, of which McHie was the proprietor.

John Hill, Jr., says: I personally, if the officers of the board do not do so, shall request the police to arrest and the state's attorney to indict any member of the Board of Trade who trades in puts and calls, and I shall aid to the best of my ability the officers of the law in the prosecution.

The postoffice department issued a fraud order, Aug. 28, against Purtelle, Price & Co., who claim to be in the grain brokerage business and have been receiving remittances thru the mail for speculation, claiming to have private wires to New York, Boston and Philadelphia. Eugene Purtelle admits that he is the whole company and that he has no private wires. His mail averaged 10 or 12 letters a day.

The unofficial committee of five on puts and calls appointed by Vice-Pres. Fitch, and composed of Jas. A. Patten, W. S. Crosby, H. B. Slaughter, Dan Murphy and Wm. Nash, held a meeting Sept. 5 to receive suggestions. Several plans for obtaining the benefits of privilege trading without violating the law were handed in to the committee, which will submit them to attorneys for an opinion on their legality. No announcement will be made until the committee is prepared to make a complete report.

E. B. Boyd, traffic manager of the Board of Trade, has issued the following notice: Effective Sept. 9, Western roads will publish to Chicago as maximum rates from points east of and intermediate with Omaha, Council Bluffs, St. Joseph, Atchison, Leavenworth and Kansas City: Wheat and products, 15¢ per 100 lbs.; coarse grains and products, 14¢ per 100 lbs. This will probably result in some changes from other Iowa territory, details of which will be furnished later. These rates will expire Sept. 30, 1905.

The application of rates on stored grain shipped east in the 30-day period allowed to clean up is made clear by the following amendment to rule 15, paragraph (a) of J. T. P. circular No. 4: When grain rates are advanced all transit grain of record and all grain arriving in Chicago district stopover points prior

to the date of such advance and recorded within the time allotted in section 4 (a) will be entitled east of Chicago district stopover points to the rate basis in effect immediately prior to the last advance, if forwarded within 30 days thereafter, otherwise the higher rate to govern.

Warehouse receipts for 4,900 bus. of No. 2 spring wheat issued Oct. 18 and 19, 1892, were bid in by the Armour Eltr. Co. Sept. 2. The storage charges amount to \$1.25 per bu. The company gave a bond for \$10,000 to indemnify the holders of the warehouse certificates should they ever be presented. The actual wheat received has probably been replaced by the new crops several times during the 13 years. Geo. E. Marcy, of the Armour Grain Co. jokingly says: That's about the oldest wheat in Chicago. The surface is about worn off with handling. If wheat could raise a beard this would be old enough to shave.

The Santa Fe Eltr. burned early on the morning of Sept. 9 with 200,000 bus. of wheat, 300,000 bus. of corn and 300,000 bus. of oats. The first known of the fire was when several workmen in the house heard an explosion and later saw flames from one of the bins. An effort was made to put out the fire but after a short trial the workmen were forced to flee from the building. The eltr. had capacity for 1,500,000 bus. and was valued at \$150,000. It was controlled by the Harris-Scotten Co. and of late the shipments to it have been heavy and a night force had been put on to handle the grain. Many bus. of the grain contained in the eltr. flowed into the river during the fire.

It was not the intent of those who voted to abolish the penalty on privilege trading to inaugurate immediately an open market for puts and calls, in the pit, on the curb, in a Sherman street room or in Board of Trade alley. The wide-open market for puts and calls, as it was run several years ago, is a thing of the past, until the state law shall have been repealed. At a meeting of 50 brokers, Aug. 31, it was agreed that it was best not to attempt open trading in privileges, and the big private wire houses who have offices at Milwaukee are positively refusing to execute orders for puts and calls in the Chicago market. Customers who are known to be "all right" will be accommodated with all the privileges they desire by the smaller brokers. It is so difficult to prove a violation of the law that the chance of conviction is extremely small. The penalty is a fine of \$10 to \$1,000, or imprisonment in the county jail not exceeding 1 year, or both.

The penalty of expulsion for trading in puts and calls was stricken out of the rules of the Board of Trade Aug. 30 by a vote of 503 to 254. The overwhelming vote in favor of freedom of action for the individual member is a surprise to the reform element; but is the outcome of a loss of confidence in the theory that Chicago controlled the trade and could legislate against the proclivities of the speculative public and still hold their patronage. The past four years have seen the promises of the reformers unfulfilled. The bucket-shops have been exterminated, but the diversion of the enormous trade of the bucket-shops to the Board of Trade, thereby swelling the legitimate trade, has failed to come to pass. The campaign against puts and calls, which was expected to remove an incubus limiting the activity of the market, succeeded only in driving the business from Chicago

to Milwaukee. The large firms and big private wire houses established offices at Milwaukee to trade in privileges, and the smaller brokers whose business did not warrant the expense found themselves unable to compete for this class of business. Memberships in the Board of Trade, which sold at \$4,350 a few years ago, became less valuable, declined to \$3,000, and would have sold still lower had not the Board levied an assessment and purchased memberships to sustain the market. All this led to a change in sentiment among the smaller commission firms in favor of repealing restrictive rules. Among the leaders in the fight for the amendment were W. H. Lake, Thomas Barrett, C. E. Gifford, Z. P. Brosseau, T. D. O'Brien and A. V. Booth. Had the amendment been defeated, the private wire houses would have been placed in a very bad position, for the advocates of the amendment threatened to petition the directors to call for a ballot on an amendment prohibiting trading in puts and calls by members at Milwaukee, the smaller brokers being determined that the big firms should not enjoy a privilege which they themselves were denied.

Rock Island Eltr. B has been declared irregular by the directors of the Board of Trade in consequence of an attempt to run in 60 cars of wheat that had been plugged with screenings. The cars were loaded Aug. 8 and 9 at the Irondale Eltr., operated as a cleaning house, by the J. Rosenbaum Grain Co., and sent to the Rock Island Eltr. B, operated by the same company as a public eltr., regular under the rules of the Board of Trade. As loaded at the Irondale Eltr. each car had 2 to 5 inches along the floor and a heaping high at both ends of No. 4 wheat, stinking and dirty. On top was neatly spread some very nice hard winter wheat, good No. 2, to fill to 60,000 pounds, making it difficult for the inspector to reach the bottom. Z. L. Cartmell, state grain inspector, looked into the cars at the Irondale Eltr., had no suspicion of the plugging, passed them as No. 2, and they were sent on to the Rock Island B. Fortunately for the holders of the warehouse receipts samples of each of the cars were taken, as is customary when shipped to a public eltr., by Edward Raichart, a sampler, authorized and employed to do so by the Illinois State Grain Inspection Department, but paid by the Board of Trade and working under the supervision of the Board of Trade Grain Sampling Department. Sixteen of the cars into which Mr. Raichart plunged his trier were found to have been plugged, and when Mr. Raichart's report reached Chief Board of Trade Sampler Robt. Kettles and Chief Grain Inspector W. Scott Cowen, both took prompt action, the latter suspending Inspector Cartmell and the grain committee having the house declared irregular. The cars were switched back from the Rock Island B to the Irondale Eltr., preventing further investigation. The J. Rosenbaum Grain Co. immediately discharged Supt. Sayre, of the Irondale Eltr., but after investigation he was reinstated, it appearing that the trick was turned without his knowledge by Fleetjack, the wheat mixing expert at the Irondale. Suspecting that considerable low grade wheat might have been previously unloaded into the Rock Island Eltr. B, Chief Grain Inspector Cowen sent Asst. Supervising Inspector S. H. Smith to run over the wheat, about 600,000 bus., in that house, together with Chief Sampler Kettles. Their examina-

tion of the grain took a week's time, owing to the vertical shaft in the eltr., which weighs 7 tons, running hot and necessitating shutting down, and was not completed until noon, Sept. 7. Both gentlemen agreed that the wheat in store was all No. 2. Inspector Cartmell will be given a hearing before the Board of Railroad and Warehouse Commissioners before being finally dismissed from the service.

COLORADO.

Julesburg, Colo.—C. F. Illings will rebuild at once his plant, which burned Aug. 10.

IDAHO.

Genesee, Ida.—Follett & Raymond have succeeded Follett & Clapp and will engage in the grain business.

Mohler, Ida.—The repairs and additions to the Mohler Milling Company's splendid plant are completed and the mill is now in operation. A new engine has been placed in position, and new warehouses built. The capacity of the mill is 100 barrels a day.—M. C. E.

ILLINOIS

Humrick, Ill.—W. F. Banta will rebuild his eltr.

The 13th annual meeting of the Illinois Grain Dealers Ass'n will be held at Peoria.

Cropsey, Ill.—The Cropsey Eltr. Co. has increased its capital stock from \$5,000 to \$10,000.

Edinburg, Ill.—Firey Bros. have purchased the interest of B. A. Turner in the firm of Firey Bros. & Turner.

Earlville, Ill.—Edw. Weidner has purchased the eltrs. of Geo. W. Mundie at Earlville and Rollo and will take possession Oct. 1.

Assumption, Ill.—The L. F. Webb Grain Co. has purchased for \$9,000 the eltr. of Walker & Mitchell and will take possession Sept. 15.

Carmi, Ill.—Hail Storms, senior member of the grain firm of Storms & Smith, died Aug. 24 at a sanitarium at Evansville, Ind., aged 67 years.

Decatur, Ill.—C. P. Cline, local mgr. for Bartlett, Frazier & Carrington, mourns the loss of his wife, whose death occurred July 28 at Des Moines, after a lingering illness.

Kemper, Ill.—Geo. W. Ruyle, of Courtland, Kan., has succeeded Orin Palmer in his grain, implement and lumber business. Mr. Palmer has retired after 25 years in business.

Witt, Ill.—The Witt Eltr. Co. incorporated, \$10,000 capital stock, to deal in grain and farm implements. Incorporators, Wm. T. Bryce, Henry Heinemann and Thos. Nanktes.

Colfax, Ill.—Ed. Hawthorne, of Bloomington, has purchased the eltr. and grain business of Puett & Williams. Mr. Hawkins, now with Mr. Hawthorne at Parnell, will have charge.

Monica, Ill.—The Monica Eltr. Co. incorporated, \$5,000 capital stock, to deal in grain, lumber and live stock. Incorporators, Archibald Smith, M. C. Kelly and Wm. T. Wallicker.

Bolivia, Ill.—The Bolivia Farmers Grain Co. incorporated, \$5,000 capital stock, to deal in grain, coal and implements. Incorporators, John S. Baker, W. H. Lee and W. L. Igou.

Findlay, Ill.—C. A. Davis & Bro., of Arthur, have purchased the site of the Wm. Truitt eltr., which burned Aug. 19 with 3,000 bus. of oats and 150 bus. of corn. The new owners will at once build a \$10,000 eltr. Mr. Truitt's loss was \$3,500 on eltr. and machinery, with \$2,500 insurance.

Pontiac, Ill.—S. W. Strong, secy. of the Illinois Grain Dealers Ass'n, has been appointed a member of the advisory board of the University of Illinois, for work at the experiment stations in the crops. A committee of the board will visit the experiment stations, and Mr. Strong will be one of the committee.

Kankakee, Ill.—The large transfer eltr. for the White & Rumsey Grain Co., Chicago, has been completed, and was turned over to the owners Aug. 28. The house is 154 ft. high with a ground area of 42x84 ft., and has capacity for 140,000 bus. of grain. The other buildings of the plant are an engine room, 42x50 ft.; car shed, 30x84 ft.; carpenter shop, 30x30 ft., and dust bin, 24x30 ft. The plant cost about \$55,000. It will be used for transferring grain for eastern shipment.

Joliet, Ill.—The Midland Eltr. burned Sept. 2 with 275,000 bus. of grain. The house was struck several times by lightning during the night and one blaze was reported to have been extinguished before the building burned. Several explosions of grain dust occurred during the fire. The eltr. had capacity for 500,000 bus. and was owned by the Union Eltr. Co., whose loss is \$100,000, with \$75,000 insurance. The loss of Bartlett, Frazier & Carrington, who operated the house, is \$79,500 on grain; covered by insurance. The loss on machinery, owned by the Midland Eltr. Co., is covered by \$5,000 insurance.

Secy. of State James A. Rose is calling for another fee from corporations of the state to pay for filing their affidavits as to whether they have any part, business or interest in or with any trust, combination or ass'n of persons. Of course it would simplify and reduce the work of the dept., save one-half the postage and relieve the corporation officials to have all the reports filed at the same time, but the politicians need the pap-suckers and the fees to keep them going. Cough up or have your charter cancelled.

INDIANA.

Walkerton, Ind.—August Shultz has succeeded O. L. Graves & Co.

North Liberty, Ind.—G. Hagey & Co. have reopened the Wabash Eltr.

New Carlisle, Ind.—The Bennett Mercantile Co. is doing a scooping business.

North Grove, Ind.—Phillip Graft and Wilson Lovengood are scoopers on the P. C. C. & S. L. Ry.

Kitchel, Ind.—The Kitchel Eltr. Co. is building a large warehouse for handling feed, etc., in car lots.

Sheldon, Ind.—S. Bash & Co., of Fort Wayne, and Jos. Binus are attempting to do a scooping business.

Cassville, Ind.—John Holliday has purchased the eltrs. at this point and has taken possession. His son will have charge.

Evansville, Ind.—The Akin-Erskine Milling Co. has purchased a site for \$3,500 and will build a large eltr. and milling plant.

Berne, Ind.—The Berne Grain & Hay Co. has decided to postpone the rebuilding of its warehouse which burned Feb.

16. The eltr. will be improved and an addition built. Two dumps will be put in and a corn sheller and cleaner will be installed.

Waterloo, Ind.—After completing his new eltr. D. L. Leas had the builder cut out one crook in a spout, in order to get damp oats to run.

Middlebury, Ind.—Samuel Nusbaum is building an eltr. which he will operate with his son, Samuel Nusbaum, Jr., and A. L. Troyer, of Topeka.

Kitchel, Ind.—The falling market has checked the selling of wheat. Farmers are holding for better prices.—W. C. Hart, secy. Kitchel Eltr. Co.

Indianapolis, Ind.—The Board of Trade building committee has appointed H. C. Brubaker and W. K. Eldridge as the architects for the new building.

Huntington, Ind.—The Farmers Grain Co. incorporated, \$7,700 capital stock. Directors are: Douglas Lesh, Daniel W. Lesh, C. C. Haflich and C. E. Wertz.

Markle, Ind.—The Farmers Grain Co. incorporated, \$7,700 capital stock. Directors, Douglas and Daniel W. Lesh, Clarence C. Haflich and Chester E. West.

St. Bernice, Ind.—The Southern Indiana Ry. Co. is building several fine eltrs. at this point, which is to be made a shipping point from this territory to the south.

New Richmond, Ind.—W. R. Turvey is out of the grain business. The farmers' eltr. is in the hands of a receiver and it is expected that it will be sold by Sept. 18.

Orestes, Ind.—The Orestes Grain Co. has succeeded the Urmston Grain Co., and Charles F. Lambert. Both Mr. Urmston and Mr. Lambert are interested in the new company.

Muncie, Ind.—Jacob H. Wysor, of Wysor & Hibbits, died recently. W. Hibbits, the surviving partner, is winding up the affairs of the partnership. E. B. Slack has succeeded Slack & Jay.

Mill Grove, Ind.—Racer & Bantz, two farmers of this vicinity, have been attempting to do a scoop shovel business, and as is usual with this class of disturbers, they have sought to destroy the business of men maintaining eltrs. and keeping an open market the year round for the accommodation of farmers, instead of striving to build up a legitimate business of their own. Cut-throat methods of this character should be discouraged in every way possible.

INDIAN TERRITORY.

Collinsville, I. T.—Dickinson Bros., of Humboldt, Kan., will build an eltr. with capacity about 50,000 bus. A car dump will be installed for use in cleaning grain in transit. Al Smith, formerly of Humboldt, will manage the business for the company.

IOWA.

Sioux Rapids, Ia.—Haase Bros. have succeeded Winterfield & Haase.

Dumont, Ia.—Geo. L. Mork is agt. for the Anchor Grain Co. this season.

Moville, Ia.—E. G. Harris, of Peterson, has accepted a position with W. L. Sanborn.

Imogene, Ia.—Henry Leonard, formerly with J. L. Gwynn & Co., contemplates engaging in the grain business, backed, it is said, by G. L. Gwynn. Eltrs. will be built at Imogene and Solomon. John

Gilmore has torn down his dump and will build a 26x28 ft. eltr., with capacity for handling 10,000 bus. per day.

Eldon, Ia.—C. Ritz is the only grain dealer at this station. Vass Bros. have only a feed mill.

Dow City, Ia.—Joseph McColl has bot the interest of his partner, Mr. Wiley, in the firm of McColl & Wiley.

Bagley, Ia.—Wm. J. Ray, of Maxwell, has removed to Bagley and has taken charge of the eltr. for the Atlas Grain Co.

Soldier, Ia.—E. O. Bartholomew, formerly at Moorhead, has taken charge of the eltr. for the Trans-Mississippi Grain Co.

Beaconsfield, Ia.—M. A. Johnson has retired from the grain business. C. F. Fouser & Co. have engaged in the grain business.

Easley, Ia.—J. L. Blake, of Boone, has let the contract to the Younglove Construction Co. for the erection of a 10,000-bu. eltr.

Cantril, Ia.—Nagle & Holder and M. F. Broadwell are not in the grain business now. Simon Teter is operating a 15,000-bu. eltr.

Lorah, Ia.—C. W. McCausland, formerly mgr. for Flemming Bros. at Bonair, is representing the D. Rothschild Grain Co. at Lorah.

Hayfield, Ia.—Thos. Cashman, who recently sold his eltr. at Goodell, has purchased an eltr. from J. N. Johnson & Co. and has taken possession.

The recent official census of Rockwell, the home of the Rockwell Co-operative Society, shows a population of 685. The census of 1900 showed 830.

Gilbert Station, Ia.—The Western Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of a 20,000-bu. eltr., to replace the one burned Aug. 7.

Silver City, Ia.—E. H. Vankirk will build an eltr. on his farm north of Silver City. A feed grinder and eltrs. will be installed and will be operated by a gasoline engine.

McCausland, Ia.—The eltr. of the D. Rothschild Grain Co., of Davenport, burned Aug. 19, with \$2,000 worth of wheat, rye, oats and barley. Fire is supposed to have been caused by sparks from a passing engine, as the fire started on the outside of the building. Loss about \$12,000; partially insured. The company has let the contract to the Younglove Construction Co. for the rebuilding of the eltr. with 12,000-bu. capacity.

KANSAS.

Nekoma, Kan.—The farmers will build an eltr.

Garden City, Kan.—Dockum & Whitaker are building an eltr.

Hartford, Kan.—The eltr. for T. O. Gibbons has been completed.

Studley, Kan.—E. F. Madden, of Hays City, is building a 25,000-bu. eltr.

Rexford, Kan.—The eltr. for Ira Thompson has been completed and he has applied for a siding.

Junction City, Kan.—Thos. Dixon will build a 20,000-bu. eltr. on the site of his eltr. which burned last year.

Holyrood, Kan.—The local branch of the National Farmers Exchange has purchased the eltr. of A. J. Poor. E. Hagy is secy. Wm. Frevert will buy grain for the company.

Manhattan, Kan.—S. E. Smith & Son has succeeded John Squires & Son.

Jamestown, Kan.—C. E. Bentley, of Concordia, has been engaged as mgr. for the Jamestown Co-operative Ass'n.

Bennington, Kan.—The Farmers Eltr. Co. has disagreed as to the letting of the contract for the rebuilding of its eltr.

Waterville, Kan.—The eltr. of H. C. Strohman was slightly damaged recently by a fire, which was started by a hot box.

Healy, Kan.—The eltr. of H. A. Coombs burned Aug. 25, with its entire capacity of wheat and a carload of wheat.

Kansas City, Kan.—The Woolsey-Stahl Hay Co., of Kansas City, Mo., will build a 75x142 ft. warehouse and alfalfa mill.

Gardner, Kan.—The eltr. for W. H. Fluke will have capacity for 15,000 bus. of grain. A 35-h. p. gas engine will be installed.

Sylvan Grove, Kan.—The Farmers Eltr. Co. is building a 20,000-bu. eltr. off the right of way, expecting to get a switch to it later.

Wellington, Kan.—C. E. Crosen, of Argonia, has succeeded W. W. Deck as deputy state grain inspector, with headquarters at Wellington.

Axtell, Kan.—The eltr. of Bailey & Connet was struck by lightning recently, but no damage was done aside from tearing off a few shingles.

Robinson, Kan.—The "opening" of the new eltr. of Kelley & Baker was held Aug. 28, and was a success. Buckets of lemonade were on tap all day.

Cullson, Kan.—E. C. Miner has renewed his efforts to have the state railroad commission compel the Rock Island Railroad put in a side track to his eltr.

Perry, Kan.—J. N. Harshburger, of Lawrence, has purchased the old Pendleton Eltr. and will operate it in connection with his business at Lawrence.

Redwing, Kan.—Pickerill & Hill, owners of the Universal Mills at Clafin, are building a 20,000-bu. eltr. They contemplate increasing their storage capacity at Clafin.

Topeka, Kan.—F. D. Coburn, secy. Kansas Dept. of Agri., is advertising Kansas by circulating a neat folder containing "Some Kernels" of information on the crops of the state.

Kansas City, Kan.—Wm. McClelland was injured recently while working on the Maple Leaf Eltr. by a tile which fell on him from the roof, 105 ft. above him. His skull was not fractured and he may recover.

Arkansas City, Kan.—The Southwestern Grain Co., composed of C. C. Straughan, E. C. Parker and H. L. Hastings, contemplates building a large eltr., with a feed mill and cleaning plant in connection.

Dexter, Kan.—A fund is being raised to be used in drilling a gas well to meet the concession asked by Smith, Klock & Co. for free gas to be furnished them for 3 years as a consideration for locating their eltr. at this point.

The Rush county judge who is credited with having forced the imprisonment of Secy. Smiley in hope of propping up his failing political fortunes, has added insult to injury by sending Smiley a bill for the 30 lbs. extra flesh he gained while in La Crosse.

Topeka, Kan.—The Kemper Grain Co., of Kansas City, has complained to the

state railroad commissioners that the Burlington road is not furnishing cars to haul the grain along the St. Francis branch. Shippers at Herndon, Ludell and other stations have complained that they cannot get cars. One shipper having 20,000 bus. in his eltr. has been unable to get cars for a week.

Walnut, Kan.—Guy F. Carlton has brot suit to enjoin the Chanute Grain Co. from operating the eltr. and to compel Mrs. Maggie J. Parker to execute a deed to him, alleging he has paid all but a small part of the purchase price and that she refuses to accept the balance. Mrs. Parker has deeded the eltr. to C. E. Benedict of the Chanute Grain Co., which now has possession.

Girard, Kan.—S. S. Muckridge, engineer at the eltr. of J. H. Wilson & Co., is charged with having swindled the firm by reporting that he had bot a load of wheat in Mr. Wilson's absence. A few days later the weight ticket was presented by some one who was paid \$35.75. A second load was reported bot, but Mr. Wilson became suspicious and examined the dump, and found no wheat.

Concordia, Kan.—The Cloud County Grain Eltr., operated by the Stevens-Scott Grain Co., of Wichita, burned Aug. 24, with 14,000 bus. of wheat. Loss on building, \$6,000; insurance \$4,000. Loss on grain is partially covered by \$4,000 insurance. Plans have already been made for the erection of a 25,000-bu. house with capacity for handling 25 cars of grain daily. It will not be rebuilt on the old site, but the Santa Fe and Central Branch will have spurs to the eltr.

Wichita, Kan.—The Stevens-Scott Grain Co. incorporated, \$75,000 capital stock. The following officers have been elected: W. L. Scott, pres.; A. S. Barr, vice-pres.; W. J. Stevens, secy. and mgr.; C. A. Baldwin, assistant secy.; W. M. Camness, treas. The above officers, except Mr. Camness, with J. E. Scott are the directors. The company is already operating eltrs. in Kansas and Oklahoma and has houses under construction at Cairo, Kan., Uncas, Okla., and Broken Arrow, I. T.

Topeka, Kan.—The demurrer of J. W. Radford, state grain inspector, to the suit of the grain eltr. owners of Kansas City, Kan., has been overruled by Judge Pollock. The suit was filed some time ago attacking the validity of the state grain inspection law, which says that all eltrs. of more than 75,000 bus. capacity shall be classed as public eltrs. and shall be subject to state grain inspection. Judge Pollock's ruling says that the eltrs. had a cause of action and further says that that part of the law which classifies eltrs. according to their capacity is invalid. The next step is expected to be a suit to have the grain inspection law passed in 1872, which permits the inspection of all grain by state inspectors, declared invalid. Should this law be declared void it would mean the release from office of the state grain inspector and his 75 deputies.

KENTUCKY.

Louisville, Ky.—Ballard & Ballard will build a grain eltr. and tanks in connection with their mill. The plant will cost \$12,500.

Louisville, Ky.—The Louisville branch of the Washburn-Crosby Co. has been incorporated as the Louisville Milling Co., with \$5,000 capital stock. Incorporators, Jas. S. Bell, Jas. Ford Bell and Chas. C.

Bovey. Work will be begun at once on the erection of a 250,000-bu. brick grain tank.

LOUISIANA.

New Orleans, La.—The rumor that the Harris, Scotten Co. has leased the Illinois Central Eltrs. D and E is denied by Mr. Scotten.

Crowley, La.—The W. D. Marshall Brokerage Co. has been organized to do a general rice brokerage and warehousing business. W. D. Marshall, secy. of the Louisiana & Texas Rice Millers & Distributors Ass'n, and J. B. Marshall are interested. The company has leased a warehouse.

New Orleans, La.—The I. C. Ry. has adjusted the claims of shippers for losses in the fire here last winter. The loss to the road was \$2,500,000 worth of property and the amount paid to shippers for losses was \$800,000, making a total loss of \$3,300,000, all of which falls on the railroad company, which carries its own insurance.

New Orleans, La.—The Board of Trade has issued a pamphlet of 23 pages in which Secy. Fred Muller gives interesting statistics regarding the movement of rice. For each of the 12 months prior to Aug. 1 is given a table showing receipts and sales of rough and clean rice, exports from New Orleans and other ports and imports of foreign rice.

New Orleans, La.—No wheat, corn nor oats were exported from New Orleans during August; compared with 70,583 bus. of corn and 23,322 bus. of oats, but no wheat, during August, 1904, reports W. L. Richeson, chief grain inspector of the Board of Trade. The exports of grain for the year preceding Sept. 1 were 17,408,353 bus. of corn, 14,375 bus. of oats, no wheat or rye; compared with 6,407,592 bus. of wheat, 3,731,768 bus. of oats, 23,322 bus. of wheat and 53,737 bus. of rye for the corresponding period of 1903-4.

MARYLAND.

Baltimore, Md.—The Chamber of Commerce has asked that J. W. McCord and C. H. Tingley of Columbus be sent to Baltimore as a committee representing the Ohio grain shippers to investigate the charges that the grade of wheat has been raised without due notice.

MICHIGAN.

Pottsville, Mich.—Hartell & Martin have completed their large hay and grain warehouse on the Grand Trunk Ry.

The annual meeting of the Michigan Bean Jobbers Ass'n will be held at the Hotel Normandy, Detroit, Mich., Sept. 13, at 1:30 p. m.

Edwardsburg, Mich.—The eltr. operated by McLain, Swift & Co. burned Aug. 22 with 12,000 bus. of grain and a car loaded with oats. Loss, \$20,000; partly insured.

Port Austin, Mich.—The Wallace Co. has increased the capacity of its eltr. to 25,000 bus. A new No. 5 Monitor Separator and Hall Distributor have been installed with other new machinery.

Grindstone City, Mich.—The Wallace Co., of Port Austin, has purchased the 40,000-bu. eltr. at this point which it has been operating and will fit it up with improved grain cleaning machinery.

Allegan, Mich.—We have made a sale of our grain eltr. property to Helon B.

Allen of Clare. He will take charge at once. Our advertisement in the Grain Dealers Journal helped us out.—Grigsby & Stratton.

Battle Creek, Mich.—Edwin J. Phelps bid in the plant of the Korn Krisp Co., Ltd., Aug. 23, paying \$50,000. This sale was to satisfy a decree for \$55,589, issued to Mr. Phelps, who represented the bondholders.

A wheat grading schedule has been formulated by the executive committee of the Michigan Millers Ass'n and forwarded by the secy. to all members. Full price red wheat must weigh 59 and full price white wheat 58 pounds, all wheat tested after being cleaned. On wheat testing light 1, 2, 3 and 4 pounds; 2, 4, 7 and 12 cents is deducted from the price. For wheat testing 5 pounds light $\frac{3}{4}$ of full price is paid. Wheat mixed with rye is subject to a reduction of 5 cents per bu. for a mixture of 1 to 3 per cent, if a greater per cent of rye the wheat will be bot only on special price. All wheat testing more than 5 pounds light is worth about the price of corn for feeding purposes.

MINNEAPOLIS.

Memberships in the Chamber of Commerce are selling for \$5,000.

The Sullivan Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, Daniel, John M. and Mary Sullivan.

John Ternes was killed and Martin Mulcare seriously injured Sept. 4 by the giving way of scaffold while they were working on Eltr. G.

The Henderson Grain Co. incorporated, \$25,000 capital stock. Incorporators, Henry P. A. Martyn, Robert J. Henderson, Iona M. Henderson and Minnie P. Martyn.

A. J. Cummings & Co. have taken an office on the ground floor of the Chamber of Commerce bldg. and will make a specialty of country trade. H. E. Stout has charge.

The Corn Exchange building was flooded Sept. 2 by the bursting of the water tank on the roof. No one was hurt, but several of the offices were damaged somewhat by water.

Edwin W. Stuhr, son of D. H. Stuhr, the well known grain merchant of Davenport, Ia., has accepted a position with the Barnum Grain Co. to look after its sales of sample barley on the Chamber of Commerce.

The B. W. Mulford Co. incorporated, \$25,000 capital stock, to do brokerage and general grain business. The officers of the new company are; B. W. Mulford, pres. and treas.; E. W. Harding, vice-pres.; Henry Mayer, secy.

A score of gentlemen prominently identified with the grain trade were the guests of the Washburn-Crosby Co. in a trip thru the 2 Dakotas and Minnesota to inspect the grain crops. The party occupied a special train and was absent a week, returning Aug. 26.

The police of Minneapolis recently captured a thief who was making off with about 35 bus. of wheat which he had stolen from a car. The railroads entering this city have made several complaints lately that cars were being systematically robbed of wheat.

The National Eltr. Co. has completed 30,000-bu. eltrs. at Rolla, Wales, Wolford, N. D., and is building at Derrick, Neville, McCumber, Moxbass, Antler, Carbury, one between Landa and Souris,

Calvin and Weaver, N. D., all on the G. N. R. R. T. E. Ibberson is doing the work.

Receipts of wheat at Minneapolis for the crop year ending Aug. 31 were 89,081,700 bus.; compared with 85,139,130 bus. for the same period of 1903-4, a gain of 3,942,570 bus. Shipments for the crop year were 24,112,320 bus.; compared with 17,153,160 bus. for the preceding crop year, a gain of 6,959,160 bus.

MINNEAPOLIS LETTER.

H. Hardy has left the Northwestern Eltr. Co., with whom he has been engaged as salesman for a number of years.

J. A. Pease & Co. have discontinued operating, Mr. Pease being undecided as to his course in the future, but will undoubtedly connect with one of the large firms here.

This being state fair week the influx of visitors from the country is very large as the railroads have made very low rates from all sections. The number of visitors on 'change have been over 150 a day since the opening of the fair.

Mr. Martin, of the Northern Grain Co., has been here for several days with a party of eastern barley dealers and maltsters. They all made heavy purchases of barley on the floor of the Chamber thru the Wis. Northern Grain Co. On Tuesday, Sept. 5, 239 cars of barley were offered here on the tables. The receipts of barley this day constituted the largest in the history of Minneapolis.

A new firm has been organized under the style of Piper & Co. This firm has taken over all of the former Minneapolis business of the Calumet & Western Eltr. Co. as well as that of J. A. Pease & Co., and Mr. Griffiths, formerly of the Calumet, is manager. The firm has also leased the Calumet Eltr. and is conducting a strictly cash grain business buying in particular barley for eastern dealers and maltsters. Their buying on the new crop so far has been very large and has held the market from breaking just at a time when a break was generally anticipated. It developed however later on that when other buyers came into the market they were compelled to pay more than was asked a short time before. Karl Schroeder, formerly of the Calumet & Western Eltr. Co., is connected with the new firm and will have charge of its wheat business.

According to a lengthy statement in the Grain Dealers Journal of Aug. 25, 1905, under the head of "Milwaukee Letter," it would appear that the trade in Minneapolis that the boys in Milwaukee have become considerably excited about some facts that were given in the preceding issue of the Journal in regard to about 15 cars of wheat that were shipped from here to Milwaukee by three different Minneapolis firms to two commission firms in Milwaukee. The wheat was sold to Kern's mill at Milwaukee and as the wheat was billed from Minneapolis as ex-Montana grain, the proportion of the thru rate from Minneapolis to Milwaukee of $7\frac{1}{2}$ cents per hundred applied. The mill had the expense bills set up to 10 cents per hundred in order to have the tonnage credited to its milling in transit account which right is not denied them. Where the Minneapolis shippers had a right however to make a fuss is when the accounts of sales showed a charge against the shipments of 10 cents per hundred instead of $7\frac{1}{2}$ cts. The Minneapolis shippers had no knowledge of the manner in which the shipments were han-

dled in Milwaukee. It seemed plain that there was an overcharge made by the railroad erroneously and that the railroad should pay a claim for refund. The claims however were returned to the shippers, refused, with full explanations. This gave rise to a prompt settlement of the matter by the Milwaukee commission houses who reported that they had collected the money from the mill.—Minn.

MINNESOTA.

Renville, Minn.—Hoffman & Haen have their eltr. completed.

Owatonna, Minn.—The Pride Eltr. Co. is building an addition to its eltr.

Duluth, Minn.—Memberships in the Board of Trade are selling for \$2,300.

Green Isle, Minn.—The Pacific Eltr. Co. is installing a new engine and dump.

Duluth, Minn.—The Ames-Brooks Co. has increased its capital stock to \$200,000.

Lester Prairie, Minn.—The Lester Prairie Grain Co. has bot the eltr. of Nels Enge.

Monticello, Minn.—Nels Enge has bot C. W. Sidnam & Co.'s eltr. and taken possession.

Argyle, Minn.—The Farmers & Merchants' Eltr. Co. has bot one of Peavey's eltrs. here.

Luverne, Minn.—Al Foote has succeeded Mr. Dunn as agt. for the Benson Grain Co.

Luverne, Minn.—The Benson Grain Co. has opened its eltr. with Ed Larson in charge.

Wheaton, Minn.—The 25,000-bu. eltr. for Alex Simpson has been completed by T. E. Ibberson.

St. Peter, Minn.—C. C. Smeby has succeeded G. M. Evenson as agt. for G. W. Van Dusen & Co.

Arlington, Minn.—John Minkewitz has succeeded Fred Wiest as agt. for the Great Western Eltr. Co.

Ada, Minn.—Andrew Haukland, of La Bolt, S. D., has taken charge of the eltr. for the Northwestern Eltr. Co.

White Bear, Minn.—C. H. Weigand has taken charge of the White Bear Eltr. and opened for business Sept. 4.

Duluth, Minn.—The Board of Trade has made the Peavey Terminal Eltr. regular, fixing the bond at \$600,000.

Lintonville, Minn.—The Osborne-McMillan Eltr. Co. has opened its eltr. for the season with Conrad Fuchs as agt.

Albert Lea, Minn.—Arthur Sorenson, formerly at Houston, has taken charge of the eltr. for the W. W. Cargill Co.

Maynard, Minn.—The eltr. being built for the Northwestern Eltr. Co. was partially wrecked by the storm of Aug. 20.

Pelican Rapids, Minn.—The Farmers' Co-op. Warehouse Ass'n has a new 30,000-bu. eltr., completed by T. E. Ibberson.

Evans, Minn.—Walter Carstensen has taken charge of the eltr. at Wyburne for the Eagle Roller Mill Co., of New Ulm.

Claremont, Minn.—The 25,000-bu. eltr. has been completed for the Western Eltr. Co. An office building has also been built.

Leroy, Minn.—The International Harvester Co. has established a flax factory and is paying \$11.75 a ton for unthreshed flax.

Buffalo, Minn.—C. A. Frank, of Paynesville, has taken charge of the Atlantic Eltr., which was formerly operated by A. H. Grant.

Hayfield, Minn.—The Miller Eltr. Co., of Minneapolis, will install a gasoline engine in its eltr. and make other necessary improvements.

Red Lake Falls, Minn.—C. R. Snyder, of Ada, has accepted a position with the Red Lake Falls Milling Co. as superintendent of its line of eltrs.

Long Prairie, Minn.—The Farmers' Exchange has commenced work on its 20,000-bu. eltr. and expects to have it ready for grain by Sept. 15. It will cost \$3,500.

Huntley, Minn.—John Wiltfang, formerly agt. for the Nye-Schneider-Fowler Co. at Zaneta, Ia., has accepted a position with the DeWolf & Wells Co. at Huntley.

Duluth, Minn.—The Minnesota State Grain Inspection Dept. on Sept. 7 began the inspection at Sandstone and Cass Lake, Minn., of grain destined for the head of the lakes.

Stewartville, Minn.—The Chicago-Western Eltr. Co. is operating the eltr. formerly operated by Fred C. Thomas, with A. C. Thomas as buyer. A gasoline engine and dump scales were recently installed.

Milan, Minn.—The Farmers Eltr. Co. has been organized and has let the contract for the erection of a 25,000-bu. eltr. to cost \$3,900. The officers are: L. H. Dalemn, pres.; T. Johnson, vice-pres.; C. R. Blom, secy., and O. L. Moller, treas.

St. Paul, Minn.—The Minnesota Railroad & Warehouse Commission has appointed the following board of appeals for the inspection of hay and straw: J. Donnelly, Peter Tierney, Chas. Rank, H. W. Brown, W. J. Jameson and Geo. S. Loft-us.

St. Paul, Minn.—Frank A. Hyke of Windom, Minn., has brot suit against the Edwards-Wood Co. to recover \$72,000 margins and has levied attachments upon many pieces of real estate owned by the company, alleging his transactions were not executed on exchanges, but were bucket-shopped.

Little Falls, Minn.—The Merchants Ass'n plans to handle grain this season and has selected a building and will have it removed to a site chosen near the railroad. The following have been appointed a committee to engage a buyer and make the arrangements for the building: B. Burton, A. Simonat, Wm. Raymond, W. Gibson, Geo. Moeglein and P. J. Tomelty.

New Ulm, Minn.—The Eagle Roller Mill Co. has increased its capital stock to \$1,200,000 and will increase its wheat storage capacity to 1,000,000 bus. by building concrete tanks. A number of country eltrs. will also be purchased in Minnesota and South Dakota, in addition to the 40 now in operation, and the capacity of the mill will be increased to 5,000 barrels.

Mankato, Minn.—Rensselaer D. Hubbard, senior member of the Hubbard & Palmer Co., died suddenly in Chicago Aug. 29, from heart disease. He had been in failing health for several years and had been worse than usual when he started on his trip to Chicago. Mr. Hubbard came to Mankato in 1870, built a warehouse and engaged in the grain business, building a flour mill later. He was a member of the Chicago Board of Trade and the Milwaukee Chamber of Commerce. He was the principal stockholder in the Hubbard & Palmer Co., which operates 40 eltrs. on the Omaha Road. Mr.

Hubbard assisted in starting the linseed oil works at Mankato and Sioux City, both of which were absorbed by the trust.

The state board of grain appeals held its annual meeting at Minneapolis Sept. 1 to establish grades for the new crop year. The board adopted a rule that "Wheat scoured or otherwise manipulated, the test weight will not be considered in grading same." New grades of No. 4 have been established in place of rejected spring wheat and rejected durum wheat. The weight of No. 1 rye has been raised from 55 to 56 pounds and No. 2 from 52 to 54. No. 2 flaxseed takes the place of rejected. The rules on feed barley have been changed to read as follows: No. 1 feed barley must test not less than forty pounds to the measured bushel, and be reasonably sound and clean. No. 2 feed barley shall include all barley which G D Jour 13½p S8 HILL Twenty-six is for any cause unfit for the grade of No. 1. A rule was adopted that wheat, flax, barley and rye shall be tested after it is cleaned. The test kettle shall be placed where it cannot be jarred or shaken. From scoop, bag or pan held two inches from top of kettle, pour into middle of same at moderate speed until running over, striking off in a zigzag manner with the edge of beam held horizontal. This rule was adopted because Chairman Evenson has discovered that the different ways of filling the tester at Duluth and Minneapolis made a difference of 1 pound in the grading at the two markets.

MISSOURI.

Harwood, Mo.—The eltr. of Moss Bros. burned recently with a large quantity of wheat.

St. Louis, Mo.—An investigation of alleged bucket-shops will be begun Sept. 11 by the grand jury.

Kansas City, Mo.—A. D. Johnson, of the Johnson Grain Co., has been suspended from the Board of Trade.

St. Louis, Mo.—The directors of the Merchants Exchange contemplate increasing the annual dues of members to \$50.

Rushville, Mo.—The Rushville Mill & Eltr. Co. will install a United States Corn Sheller bot of the B. S. Constant Co.

Kansas City, Mo.—Geo. Legler, formerly in business at Leavenworth, has opened an office under the firm name of the Legler Hay & Grain Co.

Kansas City, Mo.—Aug. J. Bulte is chairman of a committee of the Board of Trade which is considering the holding of a corn carnival.

Kansas City, Mo.—Mayor Neff has vetoed the ordinance granting the Missouri Grain Inspection Department permission to construct and operate scales in Liberty street.

Kansas City, Mo.—B. R. Beall, of the Beall Grain Co., and proprietor of the Diamond Eltr. Co., has been suspended from the Board of Trade for refusing to arbitrate a difference with a member.

St. Louis, Mo.—Wm. J. Jones, grain buyer for B. H. Lang & Co., died suddenly Aug. 31 on a Wabash train near Moberly. He was 72 years of age and had been well known at the Merchants Exchange for 25 years.

Kansas City, Mo.—The Bower Grain Co. incorporated, \$5,000 capital stock. Incorporators, F. O. Zimmerman, B. F. Billingsley, W. A. Roberts, Daisy C.

Bower and D. W. C. Bower. The Schilling Grain Co. incorporated, \$10,000 capital stock. Incorporators, Henry J., Nora, Minnie and Anna Schilling.

Clark, Mo.—The mill and eltr. of T. C. Walker burned Sept. 2. The fire is supposed to have been started by lightning. Loss, \$3,000; insurance, \$600 on contents.

Caruthersville, Mo.—Horner Bros., formerly at Olney, Ill., have moved their eltr. to Caruthersville and expect to have it in operation by Nov. 15. It will have capacity for 35,000 bus. of grain when rebuilt.

St. Louis, Mo.—The Illinois Railroad & Warehouse Commission has given notice that the charge for weighing grain will be 35 cents per car in and 25 cents per car out at the eltrs. in East St. Louis, Venice and Granite City.

St. Louis, Mo.—The Milliken-Helm Commission Co. has leased the Rogers Eltr., which has capacity for 500,000 bus. of grain. John O'Rourke has been appointed mgr. The eltr. has been declared regular by the Merchants Exchange.

Kansas City, Mo.—H. H. Hodgson has purchased the membership of M. Farlin in the Kansas City Board of Trade and C. S. Dayton has purchased the membership of A. D. Johnson. A. H. Bennett has purchased the membership of B. R. Beall.

Kansas City, Mo.—The C. M. & St. P. Rd. has ordered a No. 6 Hess Drier having a daily capacity of 15,000 bus. placed in the Milwaukee eltr., which is operated by the Simonds-Shields Grn. Co. This market is now better prepared than any other to handle damp and salvage grain.

St. Louis, Mo.—P. K. O'Conner, publisher of the *St. Louis Daily Market Reporter*, for 35 years, dropped dead Sept. 5 as the result of a hard coughing spell at his country home at Selma. He had just recently returned from a trip to the Bermuda Islands, where he had gone for the benefit of his health. He was 68 years of age.

Kansas City, Mo.—The John S. Metcalf Co. is making plans for a terminal and transfer eltr. for the Chicago, Burlington & Quincy Railroad to be erected at Harlem, a suburb of Kansas City. The plans call for a steel working house of 425,000 bus. and a series of concrete storage bins of 500,000 bus. capacity. Contracts for the construction will be let later.

Kansas City, Mo.—The Kansas City Milling Co. will commence work on the rebuilding of its plant as soon as the debris of the fire can be cleared away. The eltr. will have capacity for 200,000 bus. and will be equipped for transferring grain. It will be built on a steel frame and will have steel or hollow tile tanks. The mill will have capacity for 1,000 barrels of flour per day.

Kansas City, Mo.—A test case to determine the right of the state weighmasters to weigh grain has been prepared. John McEwan of the Acme Mill is to be arrested on the charge of resisting the law by refusing to permit the state weighers to weigh grain. The State Board of Railroad and Warehouse Commissioners believe their men have the right to weigh grain at all eltrs., public and private. The fee is 50 cents. The Board of Trade also maintains a weighing dept., making a double weighing at the expense of the shippers. It is said the state weighers

will not permit the deduction of 100 pounds from the weight of the grain in the car for shrinkage. If this is true the state certificates should show 100 pounds more in the car than the Board of Trade certificates.

ST. LOUIS LETTER.

The following are the export rates on grain that went into effect on September 1: New York and Boston, 16 cents; Philadelphia, 15 cents; Baltimore and Newport News, 14½ cents.

The police authorities are going to get all the evidence possible against the bucket shops operating in this city and the proprietors as well as the patrons will be prosecuted. The police force "gambing squad" will get this evidence, if it can.

John O'Rourke, an export grain and eltr. man has been appointed manager of the Rogers eltr. at the foot of Bremen avenue, this city, recently leased by the Milliken-Helm Commission Co. The eltr. has a capacity of 500,000 bus. and modern in every way.

An advance on grain and grain products domestic freight rates from East St. Louis, Ill., has been made. Rates per 100 lbs. to the following basis are now in force: Boston, 22½ cents; New York, 20½ cents; Baltimore, 17½ cents; Philadelphia, 18½ cents.

Although as yet there has not been many complaints made of the scarcity of freight cars at this point, it is said that the railroads are getting very short of cars and that blockades of cars are threatened if the present conditions continue. There is a free movement of wheat and oats at present and there is more general merchandise moving than ever before at this season of the year.

The deliveries in the St. Louis market Sept. 1, on Sept. contract, were, 375,000 bus. of wheat and 10,000 bus. of oats. The J. H. Teasdale Commission Co. delivered 305,000 bus. of wheat. All of the wheat was of the old red Russian mixed from the Pacific Coast. Nearly all of it went to houses representing outside millers. These houses were B. H. Lang & Co.; Waggoner Grain Co., Langenberg Bros. & Co., Chas. P. Burr & Co., P. P. Williams Grain Co., and Morton & Co. These parties say that they will ship the wheat direct to the millers they bought it for.—W. C. H.

MONTANA.

Mondak, Mont.—The Stenens-Sweetsman Mercantile Co. will build a 25,000-bu. eltr.

Bozeman, Mont.—The Bozeman Eltr. Co., recently incorporated, is building a 75,000-bu. eltr.

Bozeman, Mont.—The Benepe-Owenhouse Co. is said to be discontinuing its grain, implement and hardware business.

NEBRASKA.

Curtis, Neb.—The eltr. of the Curtis Mill & Eltr. Co. burned Aug. 24.

Memphis, Neb.—Railsback Bros. will install an improved Hall Distributor in their eltr.

Weston, Neb.—F. J. Kucera has succeeded J. E. Matousek as agt. for the Omaha Eltr. Co.

Oakdale, Neb.—The Torpin Grain Co. is equipping its eltr. with an improved Hall Distributor.

Mason City, Neb.—The Central Grainaries Co. has installed a gasoline engine to replace horse power.

Falls City, Neb.—P. S. Heacock has purchased the mill of Wm. Douglass and will operate it in connection with his grain business.

Blue Hill, Neb.—The Farmers Grain & Stock Co. will install an improved Hall Distributor in its eltr.

Omaha, Neb.—The mill and warehouses of the Woodman Linseed Oil Works burned Aug. 22. Loss, \$50,000.

Rockford, Neb.—The Hayes-Eames Eltr. Co. will install a gasoline engine to replace horse power in its eltr.

Humboldt, Neb.—The wife of O. A. Cooper, of Cooper & Linn, was severely burned Aug. 30 while using gasoline.

Republican City, Neb.—F. C. Kellogg & Co. have opened their new 18,000-bu. eltr. It is equipped with a 15-h. p. gasoline engine and has a roller feed grinder.

Gordon, Neb.—A. R. Gustonson has taken charge of the eltr. of E. G. Swigert and will buy grain this season for the Nye-Schneider, Fowler Co., of Fremont.

Dixon, Neb.—Blenkiron Bros. are building eltrs. at Dixon, Laurel, Plainview and Copenhagen. An eltr. would have been built at McLean but for the hail storm at that point.

Bartley, Neb.—Francis Sipe, son of Jas. Sipe, mgr. of the eltr. for the Duff Grain Co., was smothered in the eltr. Aug. 28. His father was loading a car with grain and the boy fell into the bin.

Omaha, Neb.—S. D. Parkhurst has been appointed mgr. of the 1,000,000-bu. eltr. just completed by the Independent Eltr. Co. E. S. Carris, formerly with the Electric Eltrs., Minneapolis, will be foreman.

Pickrell, Neb.—The Pickrell Farmers Eltr. Co., recently incorporated, will either buy or build an eltr.; and the Nebraska Eltr. Co. is said to be ready to negotiate the sale of its eltr. to the new company.

Bloomfield, Neb.—L. C. Calkins & Co. have purchased the eltr. of A. C. Carroll, of Jackson, who built the house last fall. A. E. Severance has charge of the eltr. Mr. Carroll will continue in the grain business.

Friend, Neb.—Van Buskirk Bros. & Co., who recently sold out at Shenandoah, Ia., are building a mill. They shipped their machinery here and new machinery will be added to this to make 125 to 150-barrel capacity.

Glenwood, Neb.—The eltr. of the Westbrook-Gibbons Grain Co. was struck by lightning Aug. 21 and burned, with 9,000 bus. of corn, wheat and oats. Building was fully insured but it is understood that there was no insurance on the grain. The house will be rebuilt at once.

McLean, Neb.—W. W. Trosper has taken charge of the eltr. for Louis E. Mann, who has succeeded C. O. Shannon at McLean and Osmond. Mr. Mann is in charge at the eltr. at Osmond. Mr. Mann was formerly with the Peavey Eltr. Co. at Randolph and Mr. Trosper was with the same company at Magnet.

Omaha, Neb.—Several youths who were employed in painting 48 of the country eltrs. of the Omaha Eltr. Co. during the past summer have brot suit to recover more than the contract price of \$30

per house. The company furnished the material. The company has paid the boys all they were entitled to under the contract.

NEW ENGLAND.

Essex, Conn.—A. H. Reynolds & Co. will build a grain eltr., 100x75 ft. and 3 stories high.

Willimantic, Conn.—The E. A. Buck Co. incorporated, \$10,000 capital stock, to succeed E. A. Buck & Co. in the grain, seed and flour business. Incorporators, E. A. Buck, of Palmer, Mass., Dr. T. R. Parker and Wm. A. Buck, Willimantic.

Hartford, Conn.—The eltr. operated by the L. C. Daniels Grain Co. burned Aug. 22 with a large quantity of hay, corn, bran and feed. Loss, \$10,000 on stock and machinery. Insurance, \$2,500. The company did not own the building and has another eltr. thru which it will handle its business.

NEW YORK.

Batavia, N. Y.—The eltr. for A. J. Rumsey & Son has been about completed.

Buffalo, N. Y.—Grain shipments from Ohio originating on the C. H. & D. have been forced, since the combination of the C. H. & D. with the Pere Marquette, to Suspension Bridge, instead of reaching Buffalo over the N. Y. Central; and as the Pere Marquette has no facilities at Suspension Bridge for the transfer or weighing of grain under the supervision of the Buffalo Chamber of Commerce, Buffalo dealers are finding it very troublesome to handle this grain.

BUFFALO LETTER.

Chief Grain Inspector Shanahan, of the Chamber of Commerce, is setting his work here in especially good order so that he can make a trip to Superior, Wis., to take up the work waiting for him there as a member of the new grain commission of that state.

The grain dealers on 'Change are finding good business in oats sales, where they are not overworked in merely handling them, but they say that it is not much use to push the corn trade, as corn is so much too high, as compared to oats that it is pretty nearly useless.

The car situation is becoming daily more serious. None of the east-bound lines has any surplus cars and most of them are hundreds behind their orders. Eltr. blockades and car holdups are too close in sight for comfort, especially with a good revival of export business in sight.

A little barley is offered on 'Change, but it is mostly pretty badly colored and would have to go for feed. As a rule maltsters are not ready to buy yet. They are preparing to hold off for awhile and they will be disappointed if both price and quality do not come their way considerably.

Alfred Jones and Robert L. Hughes, for some time connected with the grain and millfeed office of M. P. Ryley in the Chamber of Commerce, have opened a similar office in the Brown bldg. The literature of the firm is not out yet, but it is expected to proceed under the name of the Alfred Jones Company.

The grain inspectors are still complaining of the bad condition of the flood of oats coming in by rail. They are not only pretty dirty, but are often wet and

discolored. The amount is, in car loads, about twice as much as all the other grain together. By lake the corn receipts have about equaled everything else this season.

The Steel Storage & Eltr. Construction Co. has cleared the site for the rebuilding of the Ontario Eltr. and will be driving piles in a few days. After that the concrete, and a full foundation this fall. There are no developments in the settlement of the loss on the fallen structure, after more than 11 months of negotiating.

Work on the destruction of the old Granite Block, that is to give way to the new Chamber of Commerce addition has begun and will be pushed right along as the new venture has been financed solidly. The new structure will be uniform with the old for the eight stories of the latter and a little higher for the upper stories.

The amount of car grain handled here during August by inspectors has been away beyond anything before known. For a single week the Chamber of Commerce inspectors graded 813 cars on track, as well as 576 cars out of eltr. Several of the grain offices have been fairly swamped for sometime, having to work day, night, Sundays and holidays, to keep in sight of the business that comes to them in that way.

This port is making a much better showing of grain receipts by lake than was expected in such a poor grain year. The amount for August was 12,063,940 bus., which has been exceeded less than a dozen times, and flour ran a trifle above a million packages, with the highest figure only a half more. The season aggregate of grain and flour is 67,831,814 bus., which has also been passed only about a dozen seasons. With a good fall business, as expected, the total will be quite satisfactory.

Pres. Charles A. Stadler, of the American Malting Co., comes to Buffalo this week to take a further step in the erection of the company's new malt house and eltr., which are to be the largest in the world. The cost of the plant will be about \$1,500,000, but contracts for only the 450 feet of dock and the eltr. have been let. The eltr. will be the largest in Buffalo, being composed of 48 steel bins, 25 feet in diameter and 90 feet high. A. M. Stewart of the firm of Stewart & Co., the contractors, is in Buffalo, getting the site ready for the foundations. Much of the dredging on the approach is done, so that dock building can begin at once.—J. C.

NORTH DAKOTA.

Fingal, N. D.—The farmers are building an eltr.

Kenmare, N. D.—The Farmers Eltr. Co. is building an eltr.

Courteney, N. D.—The Farmers Eltr. Co. is bldg. an 80,000-bu. eltr.

Jamestown, N. D.—C. J. Allen is building a 12-bin eltr. at Bloom.

Velva, N. D.—The eltr. of I. L. Berge was damaged by fire recently.

Petersburg, N. D.—The Farmers Eltr. Co. will build an eltr. at once.

Marion, N. D.—A. J. Norby has sold his eltr. to Sullivan Lumber Co.

Leal, N. D.—The Farmers Eltr. Co. has commenced work on its eltr.

Manfred, N. D.—The Farmers Eltr. Co. has started work on its eltr.

Buxton, N. D.—The Minnesota & Western Eltr. Co. will build an eltr.

Pingree, N. D.—The Occident Eltr. Co. has begun work on a 35,000-bu. eltr.

Enderlin, N. D.—Work has been commenced on the eltr. for the Farmers Eltr. Co.

Deering, N. D.—Hawkins & Goozee, of Granville, have nearly completed their eltr.

Granville, N. D.—The farmers are building an eltr. R. L. Richardson will be mgr.

Calvin, N. D.—The eltr. for W. R. Hendry will have capacity for 20,000 bus. of grain.

Medford, N. D.—The Canton Grain Co., of Minneapolis, is building a 25,000-bu. eltr.

Minto, N. D.—The Minto Mill Co. will erect a grain eltr. and transact a grain business.

Christine, N. D.—John Heyerholm will buy wheat for the Monarch Eltr. Co. this season.

Woods, N. D.—Fred Scherrer, of Leonard, will buy grain for the Monarch Eltr. Co. this season.

Washburn, N. D.—L. G. Kranhold, of Groton, S. D., has taken charge of the eltr. of C. G. Ireys.

Osnabrock, N. D.—The eltr. for the Minneapolis & Northern Eltr. Co. has been nearly completed.

Wheatland, N. D.—The Monarch Eltr. Co. will build a coal shed and handle coal and wood.

Melville, N. D.—Peter P. Zink is erecting a 40,000-bu. eltr. and will install a Monitor Smutter.

Hampton, N. D.—Spaulding Bros., of Lamberton, Minn., will build eltrs. at Hampton and Hornick.

Coal Harbor, N. D.—The Mandan Mercantile Co. will build an eltr. at this point and also one at Garrison.

Thorne, N. D.—Guy Willis, of Winnipeg Junction, will have charge of the eltr. being built for McCabe Bros.

Neche, N. D.—A Farmers Eltr. Co. has been organized to build another eltr. This station already has five eltrs.

Fredonia, N. D.—The Farmers Eltr. Co. is building a 27,000-bu. eltr. The H. G. Bushnell Co. has the contract.

Antler, N. D.—McCabe Bros. have let the contract to the H. G. Bushnell Co. for the erection of a 30,000-bu. eltr.

Strasburg, N. D.—The Exchange Grain Co. is building a 20,000-bu. eltr. The H. G. Bushnell Co. is doing the work.

Ashley, N. D.—C. C. Hammond has let the contract to the H. G. Bushnell Co. for the erection of a 25,000-bu. eltr.

Arvilla, N. D.—C. R. Culver, of Lakota, will have charge this season of the eltr. of the Minneapolis & Northern Eltr. Co.

Sherwood, N. D.—Halvor Lien, of St. Vincent, Minn., will have charge of the eltr. of the Amenias Eltr. Co. this season.

Devils Lake, N. D.—The Farmers Mill & Eltr. Co. has purchased the eltr. of the St. Anthony & Dakota Eltr. Co. and will move the annex to the mill site where it will be put in repair and eltr. machin-

ery installed. The main eltr. will be repaired and operated at its present location.

Minot, N. D.—Geo. C. Harper, of Minneapolis, will establish a line of eltrs. at new towns along the extensions of the Soo Line and G. N. Ry.

Rugby, N. D.—Winter & Ames have moved their eltr. about a block east of its former location and now have a better site. M. Monsson is agt.

Pingree, N. D.—The eltr. which is being built for the Occident Eltr. Co. will have capacity for 40,000 bus. of grain. A. M. Beltz will have charge.

Grand Forks, N. D.—J. A. Sherwin, formerly in the grain business at Fergus Falls, Minn., will represent the Imperial Eltr. Co. this season.

Russell, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, C. F. Shong, C. F. Thorensen, N. S. Marsh and others.

Hannaford, N. D.—The Farmers Eltr. Co., incorporated, \$20,000 capital stock. Incorporators, John B. Armstrong, Donald Campbell, Ole Fogderud, and others.

Kempton, N. D.—The Amenias Eltr. Co., of Duluth, is building 30,000-bu. eltrs. at Lyman, McCumber and Clyde. The H. G. Bushnell Co. has the contract.

Donnybrook, N. D.—The Farmers Eltr. Co., incorporated, \$10,000 capital stock. Incorporators, J. C. Holbrook, Peter Botten and others. A 30,000-bu. eltr. will be built.

Hesper, N. D.—The Farmers Eltr. Co., incorporated, \$25,000 capital stock. Incorporators, Fred A. Hill, Chas. L. Nordquist, Alese R. Hill and others. An eltr. will be built.

Eureka, N. D.—The Exchange Grain Co. is repairing its eltr. and installing a new engine. The Eureka Flour, Feed & Grain Co. is installing a new dump, engine, etc. The H. G. Bushnell Co. is doing the work.

Buchanan, N. D.—The Schmid & Anderson Grain Co., of Springfield, Minn., is building 30,000-bu. eltrs. at Buchanan and Berlin, and a 15,000-bu. eltr. at Fabian. The H. G. Bushnell Co. has the contract for the 3 eltrs.

Kenmare, N. D.—C. G. Ireys is building eltrs. at Tolley, Grano, Lansford, Eckman, Russell and Kramer, 6 towns on the Soo Line just west of Kenmare. The Osborne-McMillan Eltr. Co. of Minneapolis, will build an eltr. at Tolley.

Gwinner, N. D.—H. O. Barlow has filed complaint with the Inter-state Commerce Commission at Washington, D. C., that the Northern Pacific Railroad is discriminating against Gwinner in favor of Leeds and Lisbon, N. D., in rates on wheat to Superior, Wis.

Minot, N. D.—The Robinson Eltr. Co. is building a 30,000-bu. eltr. at Lyman, a new town on the G. N. Ry. between Perth and Rolla. It will contain a rope drive and 13 bins. A lumber yard is being put in also. The H. G. Bushnell Co. is doing the work. The Cargill Eltr. Co. is also building an eltr. at Lyman.

Lakota, N. D.—Tanton & Todd have admitted a number of farmers into their firm and incorporated as the Farmers Eltr. Co., \$100,000 capital stock. The company owns eltrs. at Lakota, Lawton, Grand Harbor and Starkweather, has

houses under construction at Newville, Rocklake and Crocus and have let the contract for the erection of eltrs. at Webster, Garske and Sidney, on the Farmers road. The company also contemplates building at Olmstead and at another town which has not yet been named. A. G. Tanton will be general mgr.

Antler, N. D.—The Imperial Eltr. Co. has completed its lumber yards and sheds. This town will have 6 and possibly 7 eltrs. this fall, but none of the houses will be completed in time to handle the new crop. The railroad company has built a platform so that the farmers can load directly into the cars.

Derrick, N. D.—The McLean & Page Eltr. Co. is building 25,000-bu. eltrs. at Derrick and Sables. McEwan, Dougherty & West are building a 40,000-bu. eltr. and Oliver Knudson is also building an eltr. at Sables. F. E. West, formerly agt. for the St. Anthony & Dakota Eltr. Co., at Park River, will have charge of the eltr. at Sables of McEwan, Dougherty & West.

Minot, N. D.—Jared Watkins, who has been superintendent of the system of eltrs. of the St. Anthony & Dakota Eltr. Co. in the vicinity of Wahpeton, has been transferred to Minot and will move his family here from Minneapolis. He will have supervision of the new eltrs. being built by the company along the G. N. Ry. and its branches west of Devils Lake.

OHIO.

Lippincott, O.—Outram & Wilson will rebuild their eltr. which burned June 21. Steam and gasoline power will be installed.

Toledo, O.—The Metzger Seed & Oil Co., incorporated, \$150,000 capital stock. Incorporators, W. B. Duck, Eugene H. Winkworth, J. A. Belford and H. E. Duguid.

Montpelier, O.—F. H. Stewart has leased the eltr. formerly operated by C. A. Hepker and has taken possession. It is understood that he is working on commission under the firm name of the Montpelier Eltr. Co.

Tippecanoe City, O.—The Interstate Grain Co. of Cincinnati, O., denies ever having attempted in any way to load grain at Tippecanoe. It also denies having made bids to any one at Tippecanoe except the regular dealers.

Tadmor, O.—The Interstate Grain Co., Cincinnati is operating a two-story grain warehouse here and has been since Sept. 1, '04. When it commenced to buy at Tadmor no one had facilities for doing business at this station.

Findlay, O.—The Ohio Hay & Grain Co. deny that they are indulging in scoop shovel methods. They write: "We are not in the scooping business and have never knowingly bought a car of grain in central Ohio that was loaded by scoopers. We have on one or two occasions bought grain in northern Ohio that probably was not loaded in the regular way, but our purchases were made from regular eltr. operators and it was not our business to investigate from whom they bought the grain. We have eltr. interests at several points in Ohio and Indiana and try to confine our purchases to legitimate grain dealers who have eltrs. and are regularly engaged in the grain shipping business."

TOLEDO LETTER.

The Toledo Salvage Co. has purchased about 275,000 bus. salvage oats from the eltr. fire at Joliet, Ill.

Eslin, O.—The Fremont Eltr. Co. of Fremont, O., has sold its eltr. at this place to Wolfe & Jones, who own and operate an eltr. at Vickery, O.

William R. Worts, of the United Grain Co., Chicago, is much improved from a three weeks' illness, which incapacitated him from attending to his duties.

F. W. Lipe has completed his new warehouse on the East Side and began business last week. While he will make a specialty of handling hay and straw, he will also do some business in grain.

Z. H. Travis expects to have his new eltr. at Napoleon, O., ready for the storing of grain by the middle of Nov. The new building, to take the place of the one burned a few weeks ago, will not cover quite as much ground as the former building, but it will be higher. The eltr. proper to hold 15,000 bus., while a crib will hold 10,000 bus.

W. E. Cratz narrowly escaped death from eating mushrooms of a poisonous variety Aug. 27. Mr. Cratz, with his family, had gathered the mushrooms on the previous day and had stored them in the home refrigerator for Sunday dinner. In leaving the house for church service Sunday morning, Mr. Cratz incidentally plucked a piece of one of the mushrooms and ate it. At church, the seed man became seriously ill and had to be taken to his home, being in an unconscious state for several hours. After being under the doctor's care for a week, he was able to again be on 'change.—H. D.

OKLAHOMA

Weatherford, Okla.—The eltr. for M. A. Farr has been nearly completed.

Hobart, Okla.—H. H. Claffin, a lumber dealer of Enid, will build a 20,000-bu. eltr.

Alva, Okla.—Geo. A. Harbaugh, of Alva, and J. B. Harbaugh, of Nippawalla, will build 8,000-bu. eltrs. at Alva and Sharon.

Kingfisher, Okla.—The office of C. F. Prouty, secy. and treas. of the Grain Dealers Ass'n of Oklahoma and Indian Territory, has been removed from Kingfisher to Enid, Okla.

Noble, Okla.—The Co-operative Gin, Mill, Eltr. & Merchandise Co. incorporated, \$100,000 capital stock. Directors, E. H. Duffy, Lexington, L. L. McComb and H. Sellers, Colg., F. T. Hodam, Denver and others.

Oklahoma City, Okla.—Secy. C. V. Topping of the Oklahoma Millers Ass'n states that about 50 cars of seed wheat is in the territory being distributed to farmers. The Assn. has been unable to procure more than 100 cars of the best seed, and will endeavor to import a whole cargo next year.

OREGON.

Portland, Ore.—The grain warehouse of the Pacific Coast Eltr. Co. burned Sept. 1 with 60,000 bus. of wheat.

Portland, Ore.—The Pacific Grain Co. removed its offices Sept. 1 from its warehouse to the Chamber of Commerce building.

Salem, Ore.—The flax mill of Eugene Bosse burned Aug. 22 with 100 tons of retted fiber, 3 stacks of flax straw and the scutching machinery. Loss, \$11,000; partly insured. The fire was of incendiary origin.

Portland, Ore.—At the invitation of the grain committee of the Portland Chamber of Commerce W. H. Reed, of the Washington State Grain Commission, S. S. King, chief deputy grain inspector of Washington, and T. C. Friedlander, secy. of the San Francisco Merchants Exchange, held a conference with Mr. Kerr, chairman of the Portland committee, Aug. 18 and 19, to consider a proposed uniform standard of grading Pacific Coast grain. The differences in the weights of the grades of wheat in the three states were discussed, but no definite results were obtained, and a future conference may be held.

PENNSYLVANIA.

Avon, Pa.—Chas. Z. Weiss will rebuild his grain warehouse and milling plant, which burned several months ago.

Philadelphia, Pa.—The first full grain cargo of the season was chartered recently by Hancock & Co., a cargo of corn for winter loading.

PHILADELPHIA LETTER.

A large delegation of western merchants, grain and hay shippers and flour men, are expected here along with the Traders' League and Buyers' Ass'n excursions.

The congested conditions at Buffalo and the lake terminals are not worrying the grain men here, as the usual "hue and cry" has been practically discounted and a looking forward to a great export trade, particularly in corn, is the consoling feature.

New hay and straw sell well at good prices. Bran feeds are fairly active and the stocking up time by the feeders will soon begin. Oats are very low in price and arriving freely, while corn as yet is too high in values and there is a disposition to wait for the outlet of the bumper crop to reduce prices.

A lively contention is going on now between the grain exchanges of the eastern cities over the large cars of oats received. Baltimore claims a 2,329 bu. single car arrival recently, while S. C. Woolman & Co., of this city, beat that record by 2 car lots containing 2,503 bus. and 2,506 bus., approximately over 37 tons to the car. The usual old time allowance at Baltimore is 1,250 bus. and in Philadelphia is 1,000 bus. for the average car load. At present this city is keeping the lead.—S. R. E.

PITTSBURG LETTER.

Fortunately for sellers receipts of mill feed are confined to limited quantities. It is hard enough to dispose of the little that arrives from day to day, and any increase in the number of arrivals would be impossible of sale.

Quotations for most recent sales of ear corn touched 65½ cents, and the market is firm as quoted. It is likely spot corn would bring even higher figures, for the market has been almost bare for so long that buyers will purchase ear corn almost as fast as it arrives without stopping to haggle over price. It has been the strongest commodity in the mar-

let for some weeks, and is likely to rule high as long as it is so scarce. It is urgently needed.

Rye is dull and neglected. The market has not shown any life as yet this season, new rye not having obtained any foothold as distillers are not yet operating their plants to any extent, and no one is inclined to make any purchases dependent upon future wants.

Hay is very active so far as top grades are concerned, new timothy of the two upper grades having advanced in price to the high point of the season. Low grades are dull. Best clover and clover mixed are doing better than they did for a while, and prices are higher. Prairie hay is just about holding its own.

Receipts of straw are moderate, but ample for request. The lowered prices which became effective a couple of weeks ago continue to prevail, and are sufficiently high. No kind of straw is active. Both oat and wheat are in better condition than rye, however, as the latter seems to have struck rock bottom.

Shelled corn has ceased to be the running mate of ear, its strength having departed, and prices struck the down grade over a week ago. Reports of western weakness caused an unsettling of the situation here, buyers taking the hint and standing off as they always will when the signs of the times indicate any weakness.

New oats continue to arrive in quantities which are in excess of demand. The past week has witnessed a further decline in selling figures, 29½ cents being now the extreme for No. 2 white. Dealers are somewhat discouraged with the oat market, and the liberal receipts are regarded with displeasure. It was hoped that the coming of new crop would be the beginning of better conditions than have prevailed here for the entire portion of the year already past.—C. H.

SOUTH DAKOTA.

Wessington Springs, S. D.—Nels Enge has bot E. E. Sidnam's eltr.

Rauville, S. D.—The McCaul-Webster Eltr. Co. will build another eltr. at this station.

Flandreau, S. D.—G. A. Hollis has purchased the eltr. of Corcoran Bros. and has taken possession.

Twin Brooks, S. D.—R. R. Bohn has taken charge of the eltr. for the Reliance Eltr. Co. for the season.

Miller, S. D.—G. W. Van Dusen & Co., is building a 25,000-bu. eltr. T. E. Ibberson is doing the work.

Astoria, S. D.—Hans Stangeland, of Hetland, will have charge of the eltr. for the Western Eltr. Co. this season.

Conde, S. D.—The Eagle Roller Mill Co. will raise the eltr. it recently purchased and make other repairs in it.

De Smet, S. D.—The 30,000 bu. eltr. for G. W. Van Dusen & Co. has been completed. T. E. Ibberson had the contract.

Claremont, S. D.—The eltr. being built by the Thorpe Eltr. Co., of Minneapolis, will have capacity for 25,000 bus. of grain.

Butler, S. D.—W. G. Bergstresser will have charge of the eltr. for A. E. Chilson, which he recently purchased from T. Strandness.

Pierpont, S. D.—The merchants contemplate organizing a company to operate an independent eltr.

Alexandria, S. D.—The eltr. of Geo. H. Shanard, of Bridgewater, has been opened for the season with John P. Schroeder in charge.

Springfield, S. D.—The C. M. & S. P. Ry. contemplates moving its tracks at Springfield, which will mean the moving of all the eltrs. at this point.

Brookings, S. D.—The 30,000-bu. eltr. for the Atlas Eltr. Co. has been completed by T. E. Ibberson, who has also completed a 28,000-bu. eltr. for the same company at Henry.

Webster, S. D.—The Webster Grain Co. has bot the eltr. of the Independent Eltr. Co., of Sisseton, and has taken possession. C. C. Rieger, formerly with the Plato Milling Co., is mgr.

Bristol, S. D.—T. Strandness has sold his line of 6 eltrs. and will devote his entire time to his banking interests. The Independent Eltr. Co., of Sisseton, has purchased his eltrs. at Lilly, Bradley and Putney. A. E. Chilson, of Webster, has purchased the eltrs. at Bristol, Butler and Plano and will operate them as the Chilson Grain Co.

SOUTHEAST.

Spartansburg, S. C.—T. C. Dean, of Earl & Dean, grain dealers, was married Sept. 5 at Glasgow, Ky., to Miss Haydee Duff of that place.

TENNESSEE.

Memphis, Tenn.—Harry Chawning has charge of the eltr. for the Choctaw Mill & Eltr. Co. A new cable car puller will be installed in the eltr. by Fred Friedline.

Union City, Tenn.—The Hardy Grain Co. has increased its capital stock from \$60,000 to \$100,000 and has amended its charter to cover the buying and selling of live stock and land.

Memphis, Tenn.—The McLaughlin Coal & Grain Co. incorporated, \$50,000 capital stock, to do a wholesale business in grain and coal. Incorporators, W. P. McLaughlin, L. A. Thornton, G. W. Baginal, A. J. Cook and M. E. McLaughlin.

Fayetteville, Tenn.—H. K. Holman and A. M. McLaughlin have transferred their warehouse and other property connected with their plant to the Holman Grain Co. The company is building a feed mill and will grind the cobs and corn into stock feed and will also install a machine to prepare the shucks for mattress factories.

Memphis, Tenn.—The Patton-Hartfield Co. has let the contract to Fred Friedline for the erection of a 50,000-bu. eltr. on the Illinois Central tracks. The house will be 36x60 ft., and 97 ft. high, of cribbed construction. The machinery will include 2 stands of eltrs., Friedline's Radical Car Puller, power shovel, chop mill, separator, oat clipper, Day's Dust Collector, driven by a 50-h. p. alternating current electric motor.

TEXAS.

Galveston, Tex.—Eltr. A is to be placed in operation in the latter part of Sept.

Denison, Tex.—The Knour-Lindsay Grain Co. has succeeded S. Knour & Co.

Markham, Tex.—The plant of the Markham Rice Milling Co., which burned Aug. 18, was insured for \$50,000, which should covers the loss. It is thot probable that the plant will be rebuilt.

Hillsboro, Tex.—A. W. Brown has been informed by the state entomologist of Georgia that the state authorities of Georgia have raised the quarantine against Texas oats on account of the boll weevil.

Galveston, Tex.—Grain exports for the 12 months prior to Sept. 1 were 32,000 bus. of wheat and 5,606,117 bus. of corn; compared with 11,170,654 bus. of wheat and 3,406,373 bus. of corn for the same months of 1903-4, reports C. McD. Robinson, chief inspector of the Galveston Board of Trade.

TEXAS LETTER.

It is more than likely there will be a very large demand for seed grain of various kinds, especially wheat and oats, as the vast majority of the farmers will buy new grain for seed and not attempt to use the damaged grain they have on hand for this purpose. Already dealers have commenced to lay in their supply of seed oats and wheat and in a short time this movement will commence in earnest.

The Texas Millers Grain & Flour Co. has commenced active operations in Oklahoma by sending a buyer to that territory to purchase wheat for the members of the Ass'n. It is stated that this buyer in that field, buying directly for the account of the millers is in the territory he is operating in creating some excitement by the fact that he is outbidding the other buyers of wheat.—J. S. W.

WASHINGTON.

Uniontown, Wash.—J. B. Hattrup is new in the grain business.

Seattle, Wash.—The Albers Bros. Milling Co. has succeeded the Seattle Cereal Co.

Centerville, Wash.—A new flouring mill is to be built here. Electric power will be furnished from Goldendale.—M. E.

Wilbur, Wash.—The Farmers Grain & Supply Co. is building an addition to its warehouse, which will give it 3 times its present capacity.

Tacoma, Wash.—Two men were injured Aug. 21 by the falling of a scaffold while working on the new steel grain tanks for the Spokane Flour Mills.

Rockford, Wash.—Kerr, Gifford & Co., with Thos. Hogan as mgr., and the Centennial Milling Co., with Alex Glasgow as mgr., are buying grain this season at Rockford.

WISCONSIN.

Westby, Wis.—The Southwestern Ry. Co. is building a 28,000-bu. eltr.

Merrillan, Wis.—The Merrillan Milling & Produce Co. will build an eltr.

Viroqua, Wis.—The Southwestern Ry. Co. is building a large grain eltr.

Coleman, Wis.—Jos. Duquaine has succeeded his brother Syl Duquaine in the grain business.

Milwaukee, Wis.—The amended rule of the Chamber of Commerce provides that the minimum charge on sales either for "spot" delivery or "to arrive" which are to be filled by car shipments, shall not be less than one-half the rates provided in section 6.

Humbird, Wis.—The N. C. Foster Lumber Co., of Fairchild, has purchased the warehouse of H. C. Maxon.

Osseo, Wis.—Chas. Cook, of Gilman-ton, and S. N. Knudson, of Osseo, will build an eltr. at Hanson, a siding half way between Osseo and Price.

Green Bay, Wis.—Edw. J. Grimes, traf-fic mgr. for the W. W. Cargill Co., was married Aug. 26 at Monominee to Miss Cora S. Baker, also of this city.

Fond du Lac, Wis.—The John Reinig estate has purchased for \$65,000 the in-terest of Chas. and F. J. Rueping in the Fond du Lac Malt & Grain Co.

Two Rivers, Wis.—The Two Creeks Trading Co., incorporated at Two Creeks, \$25,000 capital stock, to buy and sell grain, hay, flour and feed, buy and lease real estate and conduct a general store.

Superior, Wis.—Geo. H. Cross, for 18 years connected with the Peavy Eltrs. at Superior and Duluth, has resigned his position as foreman of the Belt Line Eltr., to manage an eltr. and mill at Berthold, N. D.

Superior, Wis.—The insurance com-panies have made an open rate on grain in the steel eltrs. of the Great Northern Eltr. Co. The companies are unwilling to go below a 50 per cent rate with the 80 per cent co-insurance clause.

Milwaukee, Wis.—The Chamber of Commerce is doing a fair business in options, the Chicago firms having Mil-waukee offices here continuing to send privilege orders here, altho the Chicago Board of Trade has stricken out the pen-alty for trading in puts and calls.

Milwaukee, Wis.—F. P. Brownell, for-mer bookkeeper for E. P. Mueller, has brot suit alleging a balance, of \$312 is due him as wages, while Mr. Mueller has filed a counter claim of \$415. Mr. Muel-ler alleges that the contract by which Brownell was to receive \$190 per month as bookkeeper and salesman was ter-minated by mutual consent, within a month after it went into effect.

Superior, Wis.—Grain receivers who are members of the Duluth Board of Trade have notified the railroad com-panies that all grain consigned to them is to be given Minnesota inspection. A number of the members of the Superior Board of Trade contemplate joining the Duluth Board of Trade, so as to enjoy the privileges of both exchanges. Senator Geo. M. Young of North Dakota has written U. S. Atty. Gen. Moody alleg-ing that the Minnesota inspectors insist upon inspecting all grain passing thru the state consigned to Superior, and urging that action be taken to protect shippers against delay and the unnecessary break-ing of seals. A meeting of the Wiscon-sin Grain & Warehouse Commission is to be held early in Sept.

MILWAUKEE LETTER.

The grain commission firm of John Buerger & Co. has been consolidated with the F. Kraus Co., who conduct an extensive shipping trade. Future busi-ness will be done in the name of the lat-ter, who retain their present offices in the Mitchell bldg., adjoining the Ch. of Com. John Buerger has been active on the floor of this exchange for over 30 years, and the F. Kraus Co. is also one of the oldest concerns in Milwaukee. Mr. Buerger will manage the receiving busi-ness of the consolidated firm, which has exceptionally good eltr. facilities.

Negotiations are in progress for the transfer of a controlling interest in the Grand Trunk (Crosby) Carferry Co. to the Grand Trunk R'y Co., of Montreal. Extensive improvements in the service are contemplated, as current business calls for increased facilities.

The Milwaukee Southern R. R. Co. has practically succeeded in securing a right of way into the city through certain low-lying park lands exchanged for more de-sirable property, and its new terminals will be located not far from the Cham-ber of Commerce. Those interested in keeping out R. R. competition are, how-ever, putting up a bitter fight in the com-mon council to prevent ratification of the exchange mentioned and they may suc-ceed in delaying the entry of the new line.

L. Bartlett and his son, O. Z. Bartlett, have retired from the grain receiving company bearing their name, which was recently reorganized with the following officers: Pres., B. G. Ellsworth; V. P., H. H. Peterson; Sec'y-Treas., E. H. Hiemeke. All are former employees of the company and have been with it for a good many years past. This is a note-worthy instance of promotion won by faithful, efficient service, and will en-courage many of the younger employees of Milwaukee grain houses. Mr. Ells-worth was chosen Pres. of the Ch. of Commerce at its last election.

O. Z. Bartlett, in severing his connec-tion with the L. Bartlett & Son Co., an-nounces that he will devote his time in future to looking after the business of his father, who has long been largely en-gaged as a buyer and shipper, having given up active participation in the com-mission trade some years ago. So ex-tensive are the interests of L. Bartlett that he personally conducted the sales of more than two million bu. of grain from the last crop, acting partly as the agent of the Jos. Schlitz Brew. Co. and other Milwaukee concerns. His connection with the Milwaukee market dates back 60 years.

Receipts of new wheat thus far, this season, have proved very disappointing, as a large percentage of the samples are either tough or smutty. It is evident that the poor stuff which will not keep is being sent on in advance of the better qualities, and millers find difficulty in meeting their current requirements. Mean-while cash values are declining sharply. Rye also gives poor returns, in strong contrast with the showing made by sam-ples from the early harvest. Excessive rainfall damaged the grain in the stack. Oats, both new and old, sell relatively well. Barley of good malting quality is in active demand. Corn holds steady.

The railroads traversing Wisconsin, having been sued for the recovery of taxes on amounts alleged by the state to have been deducted from their gross earnings in the form of rebates, are trying to defend themselves by attacking the con-stitutionality of the law under which ac-tion was brought. This is a practical confession of the weakness of their po-sition and will probably do them no good. Meanwhile small shippers and the public at large are benefitting by the abolition of the rebate system in this state—at least for the present, and country grain dealers in the old "pro-rata" territory have reason to feel especially thankful.—C. T.

Pennsylvania

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The Atlantic Express—
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Eastern Express—
Leaves Chicago - 9:00 p. m.
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CHICAGO

LARGE MAP OF THE NORTH-WESTERN LINE CHICAGO TERMINALS.

A descriptive pamphlet with large scale map of its extensive and complete terminal facilities at Chicago has been prepared by the Chicago & North-West-ern R'y. This will be of interest to in-dustrial concerns located on these ter-minal lines, and more especially to those seeking new sites with adequate railway conveniences. Send for free copy to In-dustrial Department, C. & N. W. R'y., Chicago, Ill.

EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain ele-vators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars re-garding very fine openings for mills, espe-cially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

M. SCHULTER

INDUSTRIAL COMMISSIONER
Frisco Building ST. LOUIS, MO.

Receipts of Legal Form Only
are Good in Minn.

The Supervising Inspector of Country Eltrs. for Minn. has issued a notice to eltr. operators of that state warning them not to issue anything in lieu of the legal storage and warehouse receipt prescribed by the state Railroad & Warehouse Commission. A law enacted last April provides for the issuance of warehouse receipts by public warehousemen as follows:

Section 1. Whenever any grain is delivered to a public warehouseman in this state he shall receive for storage or shipment, so far as the capacity of his warehouse or elevator will permit, all grain in suitable condition for storage tendered him in the usual course of business, without discrimination of any kind. A warehouse receipt in form prescribed by the railroad and warehouse commission shall be issued and delivered to the owner immediately upon receipt of each lot or parcel of grain, giving true and correct grade and weight thereof. Such warehouse receipts shall be consecutively numbered and no two receipts bearing the same number shall be issued from the same warehouse during any one year, except in case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face "Duplicate."

Section 2. Any owner of a public warehouse, or his agent, receiving said grain for storage in any public warehouse or elevator, who shall either fail to issue or deliver a warehouse receipt conforming to the provisions of section 1 of this act, or who shall purposely issue a receipt, not stating said matters accurately, or who shall issue such warehouse receipt to any person who does not store the grain for which it calls, or who shall issue any kind of a slip, memoranda or any other form of receipt which does not conform to the provisions of section 1 of this act shall be guilty of a misdemeanor, and upon conviction thereof shall be punished for each offense by a fine not exceeding one hundred (\$100) dollars or imprisonment in the county jail not exceeding ninety (90) days.

Section 3. Any person delivering grain for storage to any such public warehouse or elevator who shall knowingly accept any kind of a receipt, slip, memoranda, due bill or any other instrument which does not conform to the provisions of section 1 of this act, shall be guilty of collusion, and upon conviction thereof shall be punished for each offense by a fine not exceeding one hundred (\$100) dollars, or by imprisonment in the county jail not exceeding ninety (90) days.

Section 4. No receipt, slip, memoranda, due bill or any other instrument than the one prescribed by section 1 of this act, shall be admissible in evidence in any civil action.

The form prescribed by the commission under the law is reproduced on this page.

Rule 2 of the "Rules and Regulations for the Government and Control of Public Country Elevators and Warehouses" reads as follows:

"Rule 2. If grain is received into such elevator or warehouse for storage or shipment, a warehouse receipt must in all cases be issued for each SEPARATE lot of grain so received. Such receipt shall show upon its face the name of the owner, the date the grain was received, the grade, gross weight, tare and net weight of each lot of grain mentioned in said receipt. Such receipt shall also contain on its face a schedule of the charges established by the Railroad and Warehouse Commission for receiving, handling storing and delivering grain. The issuing of 'slips' or any other form of memoranda in lieu of a regular warehouse receipt is hereby absolutely forbidden, and a violation or disregard of this rule shall subject the warehouseman to a revocation of his license."

From this it will be seen that the operator of an eltr. in Minnesota must toe the mark all the time or get into serious trouble.

Philippine Imports and Exports.

Philippine imports of breadstuffs during the 8 months prior to March 1 were 6,031 bus. of grain and 110,428 barrels of wheat flour; compared with 56,638 bus. of grain and 148,809 barrels of wheat flour for the corresponding months of the preceding season.

Hay imports for the 8 months were 2,566 tons; compared with 1,740 tons for the same months of the preceding season.

Rice imports during the 8 months were 358,833,775 pounds; compared with 496,437,247 pounds during the corresponding months of 1903-4.

Imports of beans and peas for the 8 months were 24,642 bus.; compared with 40,432 bus. for the same months of 1903-4.

Hemp exports for the 8 months were 78,532 tons; compared with 84,426 tons for the same months of the preceding season, as reported by the War Department.

"Are your little boys playing 'puss in the corner?'" asked the old lady in the park.

"No'm," responded the bright boy. "Our fathers are brokers, so we are playing 'lamb in the corner.'"—Chicago News.

The Old English Law Against
Puts and Calls.

That "puts" and "calls" were under the ban of the English law more than a century ago is established by John Hill, Jr.'s, search of the archives, which brot to light a law completely covering all such wagering contracts. As given in Postlethway's Dictionary, published in 1774, the law reads:

By 7 Geo. II, cap. 8 all contracts which shall be entered into, upon which any premium shall be given for liberty to deliver or receive, accept or refuse any public stock or securities, and all wagers, puts and refusals, relating to the present or future price of stock or securities, shall be void; and all premiums upon such contracts or wagers shall be restored to the person who shall pay them; who within six months of making such contracts, &c., may sue for the same with double costs: and it shall be sufficient for the plaintiff to allege that the defendant is indebted to him, or has received to his use, the money or premium to paid, whereby the action accrued, according to the form of the statute, without fettering forth the special matter; and a bill in equity may be preferred for discovery of any contract of wager, and the premium given, which the defendant shall be obliged to answer upon oath, &c.

Every person who shall make any contract upon which any premium shall be given to put upon, deliver, accept or refuse and stocks or securities, or any contract in the nature of puts and refusals, or shall lay any wagers * * * on conviction shall forfeit £500.

And all persons negotiating or writing such contracts, incur the like penalty, which penalty may be recovered by action of debt or information in any of his majesty's courts of record at Westminster.

Corn Oil and Cake Exports.

Exports of oil cake during the 12 months prior to July 1 were 24,171,127 pounds of corn oil cake and 618,498,525 pounds of linseed oil cake; compared with 14,014,885 pounds of corn oil cake and 668,868,722 pounds of linseed oil cake for the preceding crop year.

Exports of corn oil for the 12 months were 3,108,917 gallons; compared with 3,222,875 gallons for the preceding 12 months, as reported by O. P. Austin, chief of the bureau of statistics.

The reduction in the wheat duty has not materially increased the importation of wheat into Mexico, and a further reduction is expected.

		ELEVATOR.	
No.....	No.....	Minn.....190.....	
Date.....190.....	Received of.....	bushels	
Received in store of.....	No.....Wheat. Price.....	Amount, \$.....	
.....Bushels No.....Wheat.	to be stored and insured under the following conditions:		
.....bus.....lbs. gross.	The maximum charges for receiving, insuring, handling, storing fifteen days and delivering grain is two cents per bushel.		
.....bus.....lbs. dockage.	Storage after the first fifteen days, one-half cent per bushel for each fifteen days or part thereof for the first three months; after that one-half cent per bushel for each thirty days or part thereof. If grain is cleaned at owner's request, one-half cent per bushel.		
.....bus.....lbs. net.	This grain has been received and stored with grain of the same lawful grade. Upon the return of this receipt and payment or tender of stated lawful charges accrued up to the time of said return of this receipt, the above amount, kind and grade of grain will be delivered within the time prescribed by law to the person above named, or his order, either from this elevator or warehouse or, if the owner so desires, in quantities not less than a carload on track at any terminal point upon the same line of railway within this state, designated by said owner, where state inspection and weighing is in force; the grade and weight thereof to be determined by state inspection and weighing as provided by law.		
Date purchased.....bus.....lbs. gross.		
Price.....Am't paid \$.....bus.....lbs. dockage.		
bus.....lbs. net.	Per.....	

Overflow Leg and Proper Construction of Head.

BY WINNIPEG.

Many country elevators in Western Canada are now provided with a blind spout along the side of the down leg of each elevator, so as to notify the workmen below whenever there is a choke-up in the head.

The Doud Milling Co., which has put up several new eltrs. this year runs the cant board of its elevator head into the up leg. The grain is thrown into the hopper, from which it is taken by a spout, so that in case the grain backs up it will overflow into the blind spout and flow out onto the floors below.

A and B show the overflow duct, with a signal pocket or overflow pocket on any floor. C shows the throat of the discharge, which is brot close up to the buckets by nailing in a piece of old belt. This is better than nailing in a piece of wood or iron, for should a bucket become loose and knock the belt out it will not do the damage that a block or piece of iron would do under similar circumstances.

The construction of the head is as follows: The fillers K and N are run thru to the top, as shown. The backing P—P is run as shown and that on the insides of the legs is cut on a bevel to take the cant boards, which are rightly put in with plenty of clearance from pulley, on a

slope of 40 degrees and sloping toward the down leg.

A handhole is provided with cover on either side of the leg, which admits frequent inspection of conditions within.

The sides of the head are made of beaded flooring, put on with round-headed blued screws with washers under heads. Several of the boards immediately above shaft are easily removed to get to set screws and key in hub of head pulley.

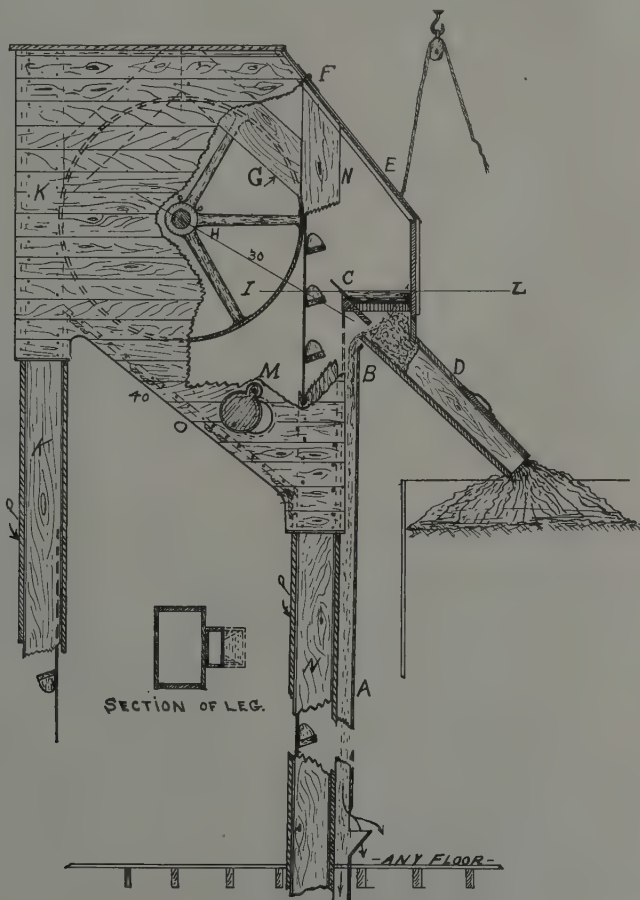
Four pieces of plank G, preferably the same material as the fillers, are cut in at top of head pulley, as shown; these prevent the buckets and belt from sawing or catching should the pulley get out of line or belt slide to one side temporarily on account of choke or overload.

To determine the proper height of throat on any size pulley start at center of shaft, lay off the line H on a fall of 30 degrees to elevator belt, as shown; then level across for top of throat, as shown by line I—L.

Most cast pulleys have six arms, and on such the arms are 60 degrees apart, hence it is an easy matter for anyone to divide the space as shown.

Every elevator head of the larger class should be provided with a door hung on hinges and with cord and pulley to raise same.

John B. Daish, counsel of the National Hay Ass'n, has removed his law offices to the Kellogg bldg., Washington, D. C.



Elevator Head and Overflow Spout.

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is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy bds. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot Off; Price per Cwt; Price per Bu.; Driver on; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La. Salle Street, Chicago, Ill.

Grain Carriers

Railroads continue to pay rebates in the guise of damage claims.

Work has begun on the Michigan Central tunnel under the Detroit River.

The Minneapolis & St. Louis road is getting right of way for a line to Seymour and Oskaloosa, Ia.

A final hearing in the Louisville grain rate case will be held at Washington Sept. 20 by the Interstate Commerce Commission.

The Grand Trunk Pacific will let contracts before Sept. 20 for the construction of 500 miles of road from Lake Superior west.

Shippers of Owensboro, Ky., have filed complaint with the state railroad commission alleging excessive rates on local freight over the Kentucky roads.

Contracts have been let for the construction of the first 215 miles of the Cherryvale, Oklahoma & Texas from Caney, Kan., to Pawhuska, Okla.

The Interstate Commerce Commission has received a complaint that Oklahoma City and points in Indian Territory are being discriminated against in favor of larger markets in rates on grain.

The Pennsylvania Railroad Co. has ordered 16,000 freight cars, in addition to 11,340 cars bot and received this year. Most of the new cars are intended to replace the old and small cars which will be broken up.

Freight brokers are under the close scrutiny of the western roads, who contemplate ceasing the payment of commissions, which in some cases are divided with the shipper, thus amounting practically to a rebate.

Plans for the improvement of Port Arthur harbor have been elaborated by the Dominion government. In addition to the dredging now being done at a cost of \$250,000, a breakwater is to be constructed from the present breakwater to the mouth of the Kaministiquia River.

A memorial asking the prosecution of the southeastern roads for discrimination in favor of seaboard cities against Chicago, Cincinnati and St. Louis is to be presented by the Chicago Shippers Ass'n, the Receivers & Shippers Ass'n of Cincinnati and the St. Louis traffic bureau, to President Roosevelt and Atty-Gen, Moody at Washington.

The Missouri Pacific has reduced the rate of wheat from Kansas City to Memphis from 14 to 12½ cents, and on coarse grain from 12 to 11½ cents. The rate to the Ohio River has been cut from 10 to 8½. The same road has given notice that it will allow 1¼ cents for elevating or transferring grain originating on or west of the Missouri River.

The International and Great Northern has reduced the rate on wheat and coarse grain from Missouri River points to Galveston 1½ cents per 100 pounds. The Frisco System has announced a reduction effective Oct. 1 in the rates from Kansas City. The schedule provides a reduction in the rates from Kansas City to the Gulf for export of ½ cent on wheat and on corn; 1 cent on corn and 2 cents on wheat, Kansas City to Mem-

phis; 1½ cents on corn and ½ cent on wheat from Kansas City to the Carolinas.

Vice-Pres. E. D. Kenna is asking the shippers of 7 states and 5 territories the question, "Do you favor giving the Interstate Commerce Commission the absolute power to fix all interstate rates, and to establish the relation of rates between all localities?" Texas shippers evidently believe the strong law under which their own Commission regulates rates is sufficient, for 20 per cent declare in favor and 80 per cent against. In Iowa, on the contrary, 66 per cent of the shippers favor and 34 per cent are against granting the federal Commission authority to establish reasonable rates.

The Dominion Marine Ass'n, including all the Canadian grain carriers, has adopted the following minimum rates from Port Arthur and Fort William: From Sep. 15 to Oct. 15 inclusive—To all Lake Huron and Georgian bay ports, 2c per bu.; to all Lake Huron and Lake Erie ports, including Detroit, 2¼c; to Kingston and Prescott, 4¾c; to Montreal 6¼c. From Oct. 16 to Nov. 25, both inclusive—To all Lake Huron and Georgian bay ports, 2½c per bu.; to all Lake Huron and Lake Erie ports, including Detroit, 2¾c; to Kingston and Prescott, 5¼c; to Montreal, 6¾c. After Nov. 25, rates will be by special arrangement.

In the complaint by T. M. Kehoe & Co. against the southeastern lines the Interstate Commerce Commission on Aug. 28 decided that the demurrage charge of \$1 per day was just. In the complaint of Kehoe & Co. against the Evansville & Terre Haute the Commission decided that it was unreasonable for the E. & T. H. to insist upon billing of hay shipments to a certain destination to secure application of the lower proportional rates thru Evansville, Ind. The local rate is 8 cents and the proportional rate 6½ cents to Evansville. The Commission decided that while the proportional rate is kept in force it is reasonable and just that these shipments shall be billed to Evansville in care of the roads leading south-erly therefrom, as was actually done in 1903 and 1904.

The International Flax Twine Co. has been organized with \$250,000 capital stock by the directors of the International Harvester Co., and will operate the Minnie harvester plant at St. Paul for the manufacture of flax twine.

Elevator Allowances—Missouri River Rates.

Traffic officials of all the western and southwestern roads except the M., K. & T. and the K. C. S. at a meeting at Chicago, Aug. 25, adopted the following resolution:

Resolved, That 1¼ cents per 100 pounds be once allowed for unloading on all grain originating at or west of the Missouri river, when the grain is unloaded at any point, and will be paid but once either by the direct line or connecting line.

It was agreed to make effective Oct. 1 the following proportional rates in cents per 100 pounds on grain originating at points beyond the Missouri River:

To—	From —Omaha— Wheat. Corn.	From —K. C.— Wheat. Corn.
Chicago	11 10	11 10
Mississippi river.....	8 7	8 7
Minneapolis	10 9	11½ 10½
Gulf pts., for exp't. 18½	15½ 15½	15½ 14½
Memphis, local.....	13 13	13 11
Memphis, through.....	13 12	11½ 10½

The Missouri Pacific had stolen a march on its competitors by making a prior contract with certain grain dealers to carry export grain during October, November and December on the basis of 15¼ cents per 100 pounds on wheat and 14¼ cents on corn from Kansas City to Gulf ports. Traffic officials professed to be highly indignant at this trick.

The resolution adopted by the traffic managers limiting the elevator allowances is expected to end the sharp practices of the Santa Fe road in granting three separate allowances of 1¼ cents each, whereby that road has been getting twice the business in wheat from Kansas City to Minneapolis via Chicago that the Great Western has been getting direct.

While other roads were making to shippers a single allowance of 1¼ cents per 100 pounds for the transfer of grain at Kansas City, the Santa Fe, it is said, was making an allowance of 1¼ cents for "loading" at the original point of shipment, another allowance of 1¼ cents for "transfer charges" at Kansas City, and a third allowance of 1¼ cents for "elevator charges" at Chicago on all grain destined to New York for export. This cunning device enabled the Santa Fe to violate the Interstate Commerce Law with impunity, getting 39 per cent of the grain traffic from Kansas City, more than twice as much as its nearest competitor.



From Zahm's Red Letter.

Vessel Agents Boycott Detroit.

Grain arriving at Detroit, Mich., by lake is unloaded at two elevators, the B. & M. and the Union, nearly all at the latter house.

For the past two years vesselmen have found the weights bad at both these houses, the shortages running from 1 to 2 bus. per 1,000 bus. of cargo, contrasted with a shrinkage at Buffalo of 1/2 bus. per 1,000 bus.

This season shortages are running excessively high, and the absence of overruns whereby the matter might be evened up has determined the vesselmen to endure the bad weights no longer. The Lucy Neff, loaded at Armour's Elevator, Chicago, by D. Sullivan's agency, was short 132 bus. and 56 pounds on a cargo of 56,000 bus. The steamer Panther, loaded by C. W. Elphicke's agency, at the Santa Fe Elevator of the Harris, Scotten Co. was short 135 bus. on a cargo of 80,000 bus. Both were unloaded at the Union Depot Elevator, Detroit. Accordingly, at a meeting Aug. 30, every vessel agent at Chicago signed the following agreement:

On and after Aug. 30 all charters of grain to Detroit will be on the basis that vessel will be responsible only for natural shortage of 1/2 bu. per 1,000 bus. of cargo.

Differential on Corn and Its Products.

A decision by the Interstate Commerce Commission on the corn and corn products differential was given Aug. 31, to the effect that the present freight charges on corn products and corn from Missouri River points to Pacific coast terminals, insofar as the rate on corn products is more than 5 cents above the rates on corn, constitute a discrimination against corn products and producers thereof at places on the Missouri River.

Evidence presented to the Commission showed that the differential for about a year after Jan. 1, 1890, was 9 cents against corn products; and then for over a year was 9 cents in favor of corn products to Pacific Coast points. No differential whatever existed between July, 1892, and March, 1895. The differential of 5 cents against corn products established in 1895 was increased to 10 cents in 1897 and to 20 cents in 1902. Since October, 1904, the differential has remained at 10 cents.

Facts prove that the railroads have been arbitrarily manipulating the differential, either for their own benefit or the profit of favored interests, without regard for the rights of the great body of shippers, corn millers and consumers.

In the matter of rates on corn and corn products from Missouri River points to Louisiana the Commission decided: that prior to July 1, 1905, rates per 100 pounds from Missouri river points to points in Louisiana were 5 cents higher on cornmeal than on corn, but on that date the differential was removed by respondents and the rates on corn and cornmeal made the same. Such action having obviated the complaints herein, no order is considered necessary.

On shipments from Missouri River points to Texas the Commission ruled that the differential on cornmeal should not be more than 3 cents above the rate on corn.

Peace is a bear argument in the grain market.

Corn 17 1/2 Feet Tall.

C. Bosley Littig, of Baltimore, who has taken a great interest in corn culture, and who introduced into Maryland the novel idea of running Seed Corn Specials over the railroads, is exhibiting on the Chamber of Commerce a stalk of corn measuring 13 1/2 ft.

An even longer stalk is offered by Mr. Littig as a demonstration of the adaptability of the soil of Maryland to the growing of corn. This is a stalk 17 1/2 ft. high, raised near Glenville, and Mr. Littig's reports of the marvel has aroused wide interest among farmers thruout the state. Among the doubting Thomases is Judge T. B. Hull, Mr. Littig's former business associate, who drops into verse as follows in the Baltimore Sun:

The "Glenville dispatch," I didn't see it
at all,
But I very much fear that that corn was
too tall,
Or the measuring rod was sawed off at
one end.
To believe such a story I do not pretend;
But granting its truth, as sure as you're
born,
Such a huge growth of stalk wouldn't
bear any corn,
So let them raise fodder as large as they
please,
But let us, dear Bosley, hold fast to
cowpeas;
Sometimes they grow large and are hard
to turn under,
But when they are buried the next crop
is a wonder.

Mr. Littig's veracity is vouched for by a gentleman who climbed to the roof of the building and found each of the 17 1/2 feet to be composed of 12 full inches and 5 toes, and that the stalk bears 2 good ears 9 or 10 ft. above ground.

Farmer Riley contemplated using a step ladder to pick the crop, but Mr. Littig recommends stilts. A telegraph lineman, who mistook the stalk for a pole, undertook to climb up and nail a crosstree at the top, but was called down by Mr. Riley, who intends to present the stalk to the town as a flag-pole for the public square. Mr. Riley will fell the stalk before it punches a hole thru the sky.

We are confident Mr. Littig is not a subscriber to the Checotah (I. T.) Times, which says: The terrible news comes from the western part of the Cherokee Nation that a boy climbed a cornstalk to see how the corn was getting along, and now the corn is growing up faster than the boy can climb down. The boy is clear out of sight. Three men have undertaken to cut the stalk down with axes and save the boy from starvation, but it grows so fast that they can't hack twice in the same place. The boy is living on nothing but raw corn, and already has thrown down over four bushels of cobs.

The central statistical committee has reported on the harvests in forty-one out of sixty provinces in European Russia. There is a complete failure in Tula, Riazan, Saratoff, Warsaw and Kurland, while in twelve others failure is interspersed locally with barely sufficient crops. This category embraces the great granaries of Samara, Tamboff, Pena and the Don Cossack district. In twelve other provinces good and bad crops alternate, while good crops are expected in but six Polish districts in addition to those of Gradno, Kieff, Volhynia and Bessarabia. In two northern provinces satisfactory returns are anticipated. The provinces unreported are mainly north-eastern or transvolgan, where good harvests are a rarity.—London Standard.

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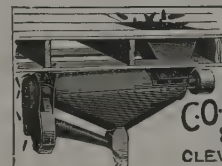
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The Market Chart Company

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Chicago, Ill.

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/2 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company

255 La Salle Street CHICAGO, ILL.

Supreme Court Decisions

One cannot become a member of a voluntary unincorporated association unless he signs or in some way assents to the constitution and by-laws.—*Konta v. St. Louis Stock Exchange*. Supreme Court of Missouri. 87 S. W. 969.

The legality of a purchase of merchandise for sale on speculation is not affected by the fact that the purchaser pledges the merchandise to secure the purchase money.—*Jennings v. Morris*. Supreme Court of Pennsylvania. 61 Atl. 115.

A purchase by a dealer of a commodity on a margin from a firm in another state is not protected from indictment in this state by the interstate commerce clause of the federal Constitution.—*State v. Clayton*. Supreme Court of North Carolina. 50 S. E. 866.

The clause of a contract of through shipment limiting the carrier's common-law liability, being void in the state where the contract was made and from which the shipment was made, is void in the state to which the shipment was made.—*Barnes v. Long Island R. Co.* Supreme Court of New York. 93 N. Y. Supp. 616.

Buyers of goods, who neglect to inspect the same on delivery, and who assume ownership and consign the goods to others, cannot obtain relief against their vendors because of a patent defect, which the most superficial examination would have disclosed.—*W. L. Watkins & Co. v. Guthrie & Co.* Supreme Court of Mississippi. 38 South. 370.

Under Acts 29th Gen. Assem. p. 106, c. 146, sec. 1, declaring "any tenant of farm lands" who sells or disposes of any grain on which there is a landlord's lien, without the written consent of the landlord, guilty of larceny, an indictment which fails to charge that the tenancy was of farm lands is fatally defective.—*State v. Ashpole*. Supreme Court of Iowa. 104 N. W. 281.

One who deposits money with a stockholder to purchase stocks on margin cannot recover the money so deposited in the absence of proof that the stocks were not purchased as directed, but can only demand that the transaction shall be closed, and profits and losses adjusted, or tender to the broker the balance remaining due upon the purchase price, and take the stock.—*Holman v. Goslin*. Supreme Court of New York, Appellate Division. 93 N. Y. Supp. 126.

The condition, prerequisite to the enjoyment of the rebilling rate, that a shipper at either terminus should first receive freight over the associate road, was a discrimination against the Meridian dealer, who would have no means of disposing of freight consigned to him at Vicksburg over the associate line, and hence could not accumulate the "expense bills" demanded.—*Alabama v. Ry. Co. v. Railroad Commission of Mississippi*. Supreme Court of Mississippi. 38 South. 356.

While a carrier is responsible for an injury caused by the concurrence of its negligence with an act of God, yet such injury must be a natural and probable consequence of the negligence, and not

an unusual and unanticipated consequence, such as an injury to goods caused by an unprecedented and unforeseen flood, to which the carrier's negligent delay in moving the goods subjected them.—*Moffatt Commission Co. v. Union Pac. Ry. Co.* Kansas City Court of Appeals, Missouri. 88 S. W. 117.

But where the holder of the bill of lading made demand for the value of the goods on a preceding carrier, and the latter thereupon made demand upon the delivering carrier, and these facts are communicated to the obligors in the indemnifying bond, and they yield thereto, and pay the money to the delivering carrier to indemnify it against the claim, the money thus paid is the property of the obligee, and not the money of the holder of the bill of lading.—*Collins, Grayson & Co. v. Savannah, F. & W. Ry. Co.* Supreme Court of Georgia. 50 S. E. 477.

Where, in an action against a railway company for failure to furnish cars, it was shown that the agent at a station brought about a meeting between the shipper and an officer of the company designated as the "general manager," and an audience was secured with a person in the company's general offices with reference to securing cars, and such person was recommended as the "general traffic manager," and was in the office, doing business, the statements of the persons known as "general manager" and "general traffic manager" were admissible in evidence.—*Choctaw, O. & G. Ry. Co. v. Rolfe*. Supreme Court of Arkansas. 88 S. W. 870.

A broker deposited the proceeds of grain sold by him for customers to the credit of a bank account under which he did business, and, notwithstanding the bank had knowledge that the money so deposited belonged to the broker's customers, it induced him to give a check on the account to apply on an old indebtedness of a corporation of which the broker had formerly been president. Held, that on the termination of the broker's business shippers of grain, after the giving of such check by the broker, were not entitled to impose a trust on the amount of such check for their benefit, the amount so diverted not having arisen from the sale of their property.—*Boyle v. Northwestern National Bank*. Supreme Court of Wisconsin. 103 N. W. 1123.

In a prosecution for larceny, where the evidence shows a connected, continuous scheme pursuant to which defendant formed a corporation and associated others with him for the purpose of swindling the public by inducing members thereof to intrust the corporation so formed with money to speculate in wheat and other ventures, which money was in fact misappropriated by defendant and his companions, evidence as to when the first payment from the business of the corporation was made was competent as characterizing the offense charged, and on the questions of guilty knowledge and intent, both under a count charging conspiracy and under others charging larceny.—*People v. Kellogg*. Supreme Court of New York, Appellate Division. 94 N. Y. Supp. 617.

A broker undertaking to purchase stock for a client, and reporting a purchase, and calling on the client for payments on account of the purchase price, is obliged to have at all times the stock purchased, or an equal amount of shares of the same stock, and, on receipt of the amount due thereon, to deliver the same to the client. Where a broker agreed to purchase and

deliver stock to a client, and reported a purchase of stock, and left the client under the belief that the stock was under the control of the broker, while in fact it was under the control of an agent employed by the broker, the measure of damages for failure to deliver the stock to the client on demand was the amount paid by the client on account for the purchase price.—*Hoogewerff v. Flack*. Court of Appeals of Maryland. 61 Atl. 184.

Where it was agreed between brokers and their customers that the latter's liability for losses on stock transactions should be limited to margins which the brokers were entitled to call for under the contract, the brokers were not entitled to recover for losses not covered by margins deposited. Where on a specified day the condition of the account of a customer with his brokers was such as to give the customer the right to order a sale of stocks held on margin, and on that day the customer ordered such sale, which the brokers failed to carry out, and by such failure the customer was damaged, such damage was a proper set-off to a liability on the part of the customer to the brokers for losses. Where a brokers' customer in subsequent correspondence and dealings acted in such a manner as to indicate that he treated the brokers' claim for losses as a substituting indebtedness against him, he thereby waived a failure of the brokers to sell his stocks as ordered, and ratified their conduct in failing so to sell.—*Zell v. Corkran*. Superior Court of Delaware, New Castle. 60 Atl. 699.

Will Grade Hay and Straw.

Chief Inspector F. W. Eva of the Minnesota Grain Inspection Dept. has issued an official notice to producers and shippers of hay and straw in which he says, Chapter 196 of the general laws of 1905 provides for the official inspection and weighing of hay and straw at terminal points, and puts the operation of the law under the jurisdiction of the State Railroad & Warehouse Commission and the Chief Inspector of Grain.

On July 1st, 1905, the new law became operative, and all hay and straw shipped to terminal points will be inspected and weighed unless otherwise ordered by the shipper. The Commissioners and the Chief Inspector are desirous of the successful operation of this new system; we stand ready and are anxious to do everything in our power to accomplish the object of the law, viz: a square deal to both consignor and consignee. To this end we invite the co-operation of all hay and straw producers and shippers.

All hay and straw should be shipped subject to inspection and weighing, and under no circumstances should such state inspection and weighing be waived. We want to give the law a fair trial, and to this end invite the good will of all those engaged in the production, shipping and handling of these commodities.

The federal government contemplates irrigating the Klamath country comprising 250,000 acres of land in the Pacific northwest adapted to grain crops.

Farmers wishing to grow peas or beans or clover may obtain from the Bureau of Plant Industry of the Dept. of Agri., Washington, D. C., a pasteboard box containing bacteria for gathering the fertilizing nitrogen from the air.

How Shippers' Grain Arrives at Toledo.

BY HARRY W. KRESS.

As a country grain shipper I always had a desire to make a study of the conditions at the terminal market affecting the shipper. Having disposed of my interests in the Kress Grain Co. of Middletown, O., I came to Toledo to take up the study of inspection. And this has allowed me to observe things in every form that affect the country shipper. Having taken an active part in association work, I have had opportunity to hear complaints of every kind hurled at different terminal markets. Since being here I have drawn my own conclusions as to their correctness.

I am sorry to say that there are country shippers who think themselves infallible. Much bad feeling could be avoided if the shipper would make an effort to look into matters at his own station. I can look back and see many mistakes I made when a shipper, and how I felt like condemning everybody who had anything to do with the handling of my grain at its destination. I see now where the shipper makes errors. He is too anxious to condemn the fellow at the other end without giving him a chance to meet his complaints half way. I have been here since the 15th of July and have been given every chance and opportunity to see for myself.

The Clover Leaf, Wabash No. 5, East Side Iron, and C. H. & D. Elevators are all run on practically the same basis, with a few exceptions. I shall ask you to follow me as I make my rounds from day to day. On arriving at Wabash No. 5 at six a. m., I meet Mr. Dan Blankenmyer, inspector at this yard. The cars that contain grain being marked by the yard clerk, the inspector's helper proceeds down the yard and opens the cars, the inspector following with trier and tester. He notes the condition of the car as regards any defects or leaks on one side of the car, having no orders to examine the other side. This is what you might call a half-way method of examining cars, and no doubt misleads the shipper as regards many of his shortages. For example, the shipper sends in a car of grain. The inspector finds the car so far as he has examined it in good condition. His report goes back to the shipper "Condition of car O. K." This car, however, had a leak which the inspector did not see owing to his examining but one side of the car. When the shipper gets his return weights he has a shortage which he is unable to account for. His certificate showing car O. K. makes him draw the conclusion, if he is inclined to be the least skeptical, that they are "doing" him at the other end. If this could be corrected the receiver as well as shipper would obviate a great deal of unnecessary correspondence.

As the inspector enters the car, he takes his trier and plunges to the bottom of the car until he has an average sample of what the car contains; then he uses his tester, which gives him the average weight per bushel of car, after which he carefully examines the sample and grades it according to the rules of the Exchange. A ticket to this effect is put on the grain door, and a record also kept by him in a book. The car is resealed with the Produce Exchange seal, and is ready to be unloaded at elevator. If after the car arrives at the elevator it is found to have been plugged, it is subject to re-inspec-

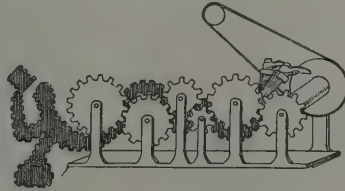
tion. If a shipper will take his bad grain and put it on top instead of in the ends or bottom of car, his chances for leniency are far better. Since I have been here there is hardly a day but what I have found a shipper indulging in these practices.

If shippers would refuse to load cars that are not fit for grain they would soon get better equipment. I say, let the shipper start his investigation at his own station, and if he is perfectly satisfied he is right, but still has complaints to offer, it will pay him to jump on the first train and follow his grain to destination, see for himself what complaints are justified. He would find in many cases that the trouble is his cars have been hammered and pounded around in transit until they have sprung a leak. I am seeing cars every day that the shipper has carefully examined and coopered, yet when arriving at Toledo they are found to be out of condition. The inspector is forced to mark these cars as he sees them. He is unable to tell whether such cars sprung a leak in transit or the shipper knowingly loaded defective cars. To my mind, right here is one of our greatest troubles. The railroads are to blame for the kind of equipment that is furnished the shipper. Until we get together and force the railroads to give us some consideration there will continue to be shortages and complaints galore.

I will gladly answer any questions or look into any matters requested of me by the shipper. You can write to me direct by addressing me at Toledo, or through the Grain Dealers Journal. In the next issue I will continue this article, taking up each branch separately until I have covered the whole field.

Protect Your Workmen.

Men of experience insist that every possible precaution should be taken to keep the workers out of the machinery. Wire fences, rails and guards of every description are used and yet many of



them persist in traveling incog despite they frequently look like the man shown in the illustration given herewith.

The more careless the employer in guarding the safety of the employee, the greater are the damages likely to be—after the "accident."

It is only by an entire disregard of the reports of county and township correspondents that the department's acreage reports can be prevented from once more becoming the laughing stock of the world. When concerned only with the condition of the growing crop, except under special circumstances, the reports of the county and township correspondents are not without value. When, however, these correspondents report either upon the acreage or upon the size of the crop in bales, their reports are absolutely worthless.—John Hyde, former statistician of the Dept. of Agri.



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CHAS. H. ROCKWELL,
Traffic Manager.

Green Barley Unsafe to Ship.

BY IDLER.

The receiver grunted. "You'd think they'd learn by experience, would you? Well, my boy, that remark isn't original with you. It's what I've been saying to myself these thirty years; but human nature seems to be just about the same now as it was when I first started in to educate the grain trade. How in Sam Patch dealers can go on making the same errors in judgment, season after season, beats me, yet they appear to be 'possessed,' as Deacon Mervin used to say, to do some things wrong, and you can't stop 'em."

"Of course, it's partly to be accounted for by the fact that there are so many new men in the business every year, and the majority of these have to burn their fingers a few times before they learn to tell fire from a glow-worm; but, if you'll believe me, there are old stagers—pretty shrewd fellows, too—who frequently act as though they had just begun to handle grain."

"No, they don't forget; that's the exasperating part about it. They just take chances. It's the fever of speculation breaking out in another form. Or mebbe circumstances drive them to it."

"Now, take this matter of shipping barley that we've just been talking about; that'll serve as a very fair example. Nearly every dealer on our list knows from actual 'experience' that it isn't safe to handle barley until it has been through the sweat and become well cured. They know this because they have lost a pocket-full of good hard coin on more than one carload that was rushed on the market. But does this deter them from trying it again another year? If you think so you have still a guess coming."

"What makes them so foolish? Well, just now I sort o' laid the blame on human nature, but perhaps that ain't quite correct; at least there are other elements mixed in. Perhaps we'd better fall back on the farmers for an explanation. They make good scapegoats, when anything goes wrong in the grain trade."

"Seriously speaking, however, the farmers who are anxious to realize on their crops just as soon as harvesting is done, and who thresh, perhaps, right from the shock, do cause a lot of trouble for grain men."

"For instance: Young Si Hardup, who has a mortgage on his farm and the interest coming due about the middle of August, will let dealers at the nearest station know that he will bring in a load of 'nice, bright, plump barley,' which has gone from the field right to the machine. When he drives up before Seth Perkins' store, half a dozen loungers are on hand to give their expert opinion of the quality, and before long all of the grain buyers are scooping up samples with their hands, testing, criticising and shaking their heads over its green appearance. Each gives his opinion that the barley isn't safe to handle, and none seems disposed to buy the grain; but then Si announces his intention of shipping it himself, if he can't get a square deal from this 'dog-gone lot of sharks,' and the crowd, which by now has become quite considerable, applauds this virtuous sentiment. Someone offers to help Si fill out a carload, if he hasn't enough himself, and it looks as though trouble were brewing for the elevator men. Last year the contagion for shipping grain themselves spread among the farmers from just such an occurrence as this, and although the latter got badly 'bit,' there are others who may be willing to follow their example."

"So one of the dealers, bolder than the rest or less experienced, makes a bid for the barley, and after some haggling, gets it. Or perhaps all the buyers get together and agree to pool any loss that may result to one of them from taking the grain. Many will regard this as a sensible course, and maybe it is; but personally I believe dealers will gain more in the long run by absolutely refusing to handle uncured grain under any circumstances. If the farmers want to ship themselves, let 'em! They will 'get it in the neck' the very first thing, and this will discourage them from trying again for a while."

"There's a lot more to be said on this point, but I must get at my dictating. I've got a letter to write now to one of our shippers who actually went after some nice barley—just threshed from the shock—which he was afraid a competitor would get. For that sort of foolishness I haven't language to express my contempt, and it wouldn't be policy to try. But I've got to make clear to him the reason why he is losing as much on one load as he will make on several more, and I suppose I shall have to do the same thing over again next year; he's one of those kind of fellows."

"Well, so long! Drop in again!"

Heat the Power of Gasoline Engines.

Gasoline engines are known by manufacturers, inventors and the patent office variously as vapor engines, gas engines, heat engines, explosion engines and internal combustion motors.

Explosion engine gives an erroneous impression that the power is generated by an explosion, severe as a hammer blow on the end of the piston. The thought of explosion is associated in the mind with the use of powder in guns, or of dynamite to rend the rocks apart, both destructive agencies.

In the gasoline engine, however, the action is comparatively gentle. While a tree can be cut off by loosely tying two sticks of dynamite on either side of the trunk and setting them off with fulminating caps, it is absolutely impossible to do the trick with two cans of gasoline vapor tied about the tree and set off by a match. With a correct mixture of gasoline vapor and air the experimenter will succeed in bursting the cans, that is all.

In the Ericsson hot air engine the power is generated by a charcoal or hard coal fire heating the air within the cylinder; the gasoline engine also depends on heat for its energy. The combustion in the case of the gasoline engine is effected within the cylinder, but since the burning of the gases is cut off into a number of separate combustions, occurring with suddenness, it is known as an explosion, tho having practically nothing in common with the true explosion. It is impossible to utilize the energy of such true explosives as nitro-glycerine, gun cotton, fulminating mercury, or dynamite in an engine.

Heat energy in the gasoline engine is generated from the chemical union of the carbon and hydrogen of the gasoline with the oxygen of the air. The cylinder of the gasoline engine contains the vapor mixed with air (gasoline vapor alone can not explode), and the sudden heat of the chemical union causes the gases to expand, just as the gases expand in inflating a hot air balloon, in which the circus aeronaut makes his ascension for the parachute drop. The expansion in the gasoline engine is of course extremely sudden; if it were not the cold walls of the engine cylinder would deprive it of all efficiency. In fact, the gasoline engine would be comparatively powerless, were it not for the fact that all engines have compression, a stroke by which the mixed vapor and air is squeezed to a high pressure at one end of the cylinder just before the explosion to make the expansion that follows ignition by the electric spark trebly effective.



King Corn is Coming Down the Home Stretch in His Annual Race with Jack Frost.

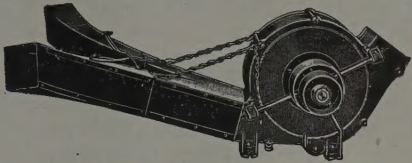
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Best Loader in Use.

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Gentlemen:—Enclosed find check for loader. Where shall we ship the old ——— loader? Kindly let us know and we will ship at once. Loader is working fine.
Yours truly, MANSFIELD & DELANEY.

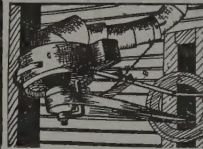
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MAROA MFG. CO., Maroa, Ill.

Besides this firm, we sold to both of the other grain firms in Niantic and there are a great many other places where we have supplied all of the elevators in the town, the first machine enabling us to get orders for others. We are always willing to send the first one on trial. If you are loading by hand or have a loader which is not satisfactory, write us how fast you wish to load and we will send you a machine which



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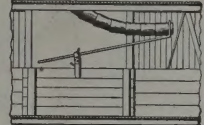
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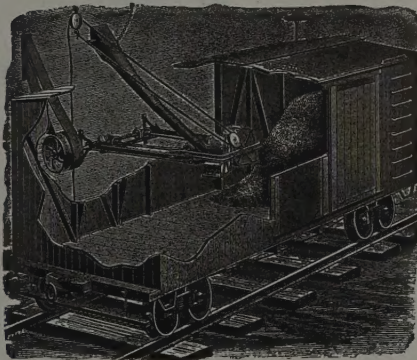
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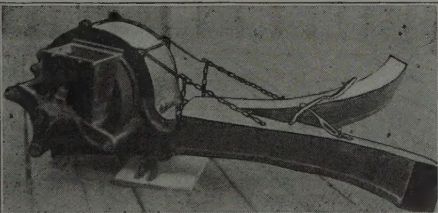
Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER
Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP
and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

Equip Your Elevator With A Daisy Car Loader



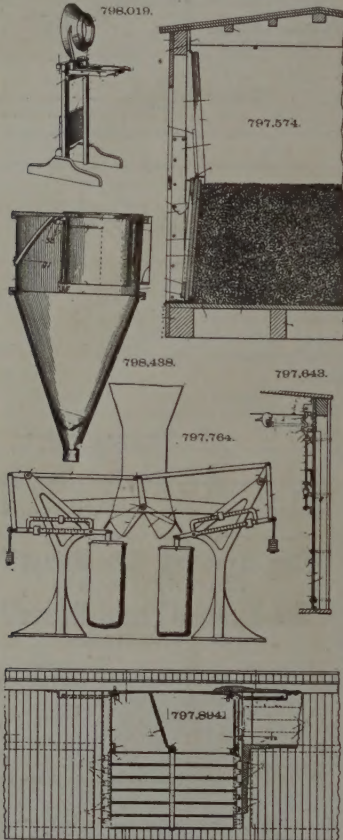
a machine that will load all kinds of grain on one speed. Grain after leaving hopper falls on inner surface of a drum and by centrifugal force is carried once around with a speed sufficient to drive grain into a pair of dividing spouts as rapidly and effectually as a machine of higher speed, with no bat on grain to crack it. Damp oats carried around drum are separated, cooled, cleaned and polished. Sent on trial upon request

WELGE & LILLY, Manufacturers of Daisy Car Loader,

MAROA, ILL.

Patents Granted

Internal Combustion Engine. No. 797,555. Chas. A. Carlson, Brooklyn, N. Y.
Carburetor for Gas Engines. No. 798,150. Samuel B. Wolgamott, Tancred, Cal.



Valve for Explosive Engines. No. 798,479. Geo. J. Altham, Fall River, Mass.

Starting Crank for Explosive Engines. No. 798,366. Wm. H. Schoonmaker, Montclair, N. J.

Starting and Igniting Mechanism for Explosive Engines. No. 798,553. Alex. Winton, Cleveland, O.

Two-Cycle Internal Combustion Engine. No. 798,328. Michele Ferrero, Turin, and Alessandro Franchetti, Florence, Italy.

Vaporizer for Explosive Engines. No. 797,972. Jas. B. Moreland, Belvidere, Ill., assignor to National Sewing Machine Co., Belvidere.

Combined Muffler and Alarm for Explosive Engines. No. 797,681. Emmet P. Gray, Cincinnati, O., assignor to Gray Mfg. Co., Detroit, Mich.

Valve Gear for Explosion Engines. No. 798,461. Richard H. Scott, Detroit, Mich., assignor to the Olds Gasoline Engine Works, Lansing, Mich.

Grain Door. No. 797,894. (See cut.) John Iverson, Minneapolis, Minn. The door is made up of bar-like sections sliding vertically between parts of angle bars, and when raised being movable endwise into a pocket.

Bag-Holder. No. 798,019. (See cut.) Arthur Deuel, Wayland, Mich. On a supporting frame is pivotally mounted a shaking bag-holding frame carrying a ring to receive the mouth of the bag, which is clamped to the ring by the hinged filling funnel.

Grain Car Door. No. 797,574. (See cut.) John F. Gray, Chicago Heights, Ill. The door is comprised of 2 sections hinged together so as to fold inwardly, the upper section being hinged to the top of the door. Pressure of the grain keeps the door closed. To open, the middle of the door is forced back, raising the lower edge and permitting the grain to flow out.

Grain Door. No. 797,643. (See cut.) Ludwig A. Thorson, Melvin, Minn. The inner rabbeted edges of the door posts are fitted with U-shaped channel bars provided with longitudinal flanges lapping the inner sides of the posts and having transverse slots. The door is slidable and has flanges working in the U-shaped channel bars. Guides on the door embrace two vertical ropes stretched taut between upper and lower brackets.

Automatic Weighing and Bagging Machine. No. 797,764. (See cut.) Robert D. Webb, Minden, La. The automatic weighing machine comprises 2 scales with receptacles below a chute, a valve having 2 faces at an angle to each other, pivoted within the mouth of the chute to partially close it. Connected with the valve is an arm having toggle connections to one of the scale beams to lock the valve in position when either receptacle is in its lowest position.

Dust Collector. No. 798,438. (See cut.) Orville M. Morse, Jackson, Mich. The dust collector is composed of a casing having a circular head, a conical bottom provided with a dust outlet, a tangential inlet and deflector, an outlet eccentrically disposed with reference to the axis of the casing, a deck provided with a portion formed with an opening for the escape of the purified air, the deck being constructed to permit the position of the air escape opening to be varied without substantially varying the configuration of the chamber.

The American Cereal Co. is greatly behind orders for its new rice food.

The Cuban senate has killed the bill giving a preferential tariff on American rice.

Mitchell, S. D. has erected a new corn palace at a cost of \$20,000. The building is 100x140 ft. with a dome over 100 ft. high.

Considerable durum wheat has been sold to arrive at Duluth. This grain is selling a few cents under 70, which is a good price considering the value of No. 1 northern, and the fact that last year the macaroni wheat sold at a discount of 20 cents.

All barn builders agree that in designing a grain elevator the distance from the ground to the top of the cupola shud be twice the width of the building. Also the driveway over the wagon dumps shud be wide enuf for a hay rack. The roof of the elevator shud have a steep pitch and the cracks in the walls shud be well battened.

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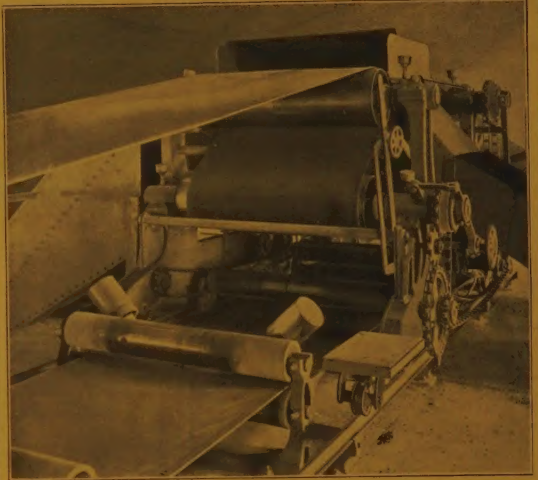
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